REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,358.—New Series. BOMBAY :—SATURDAY, SEPTEMBER 7, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

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For Advertisements which are to be inserted for a considerable time, special contracts may be made.

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All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PUNJAUB, 1,030 Tons, 200 H.P., Commander W. Stabbaty, will be despatched on THURSDAY, the 19th September 1872, at 4 P.M.

Sept. 1872.		Sept. 1872.
Leave BOMBAY	19	Leave Tuticorin 29
,, Ratnagherry	20	,, Colombo 29
,, Vingorla	20	,, Galle 29
,, Carwar	21	,, Tanjapatam ..October 2
,, Mangalore	22	,, Madras 4
,, Cannanore	23	,, Coconada 6
,, Tellicherry	23	,, Vizagapatam 7
,, Calicut	24	,, Bimlipatam 8
,, Beypore	24	,, Copaulpore 8
,, Cochin	25	,, Saugor 9
,, Alleppy	26	Arrive CALCUTTA 11

This route is the most expeditious and economical for Passengers for the Nilgherry districts, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship INDIA, 1,010 Tons, 200 H.P., Commander R. L. Turner, will be despatched on WEDNESDAY, the 11th September 1872, at 10 o'clock.

Sept. 1872.		Oct. 1872.
Leave BOMBAY	11	Leave BUSHEH 2
Arrive Kurrachee	14	Arrive Fao 4
,, Gwadur	16	,, Bushire 4
,, Muscat	18	,, Linga 6
,, Bunder Abbas	20	,, Bunder Abbas 11
,, Linga	22	,, Muscat 13
,, Bahrein	24	,, Gwadur 15
,, Bushire	25	,, Kurrachee 17
,, Fao	26	,, BOMBAY 21
,, BUSREH	27	

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connexion with the weekly service from England, despatch a Steamer to Kurrachee every WEDNESDAY, commencing from 28th May 1873.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H.P., Commander T. Sandars, will be despatched on WEDNESDAY, the 18th September 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

MESSRS. HUGHES and NEPHEWS' Steamer "CELLA," 2000 Tons, 300 H.P., G. Jeffery, Commander, will sail for Liverpool, about 10th September next.

FIRST CLASS FARE TO LIVERPOOL ..... £45 { exclusive of Wines, &c.

Carries a Surgeon and Stewardess.

Plans of the accommodation can be seen in our Office.

For Passages only, apply to the Undersigned, who will supply all information.

JOHNSON & Co.,

Nesbit Lane, Fort, Bombay. Ship Brokers.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

S.S. HIDALGO, 1,800 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

FIRST CLASS TO LIVERPOOL ..... Rs. 500

,, ,, SUEZ ..... ,, 300

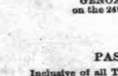
For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)



ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.		
To Aden	£22	£15	£4	Including Wines	Without Food.
Suez	36	23	8		
Port Said	38	24	9		
Alexandria	39	25	9-10		
Messina	50	34	14		
Naples	50	34	14		
Leghorn	50	34	14		
Genoa	50	34	14		
Marseilles (transhipment at Genoa)	52	35	14-10		

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.

PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

Under Contract with Government.

THE BROACH and GOGO STEAM FERRY will COMMENCE PLYING on and after the 15th September.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

NOTICE.—CONSIGNEES per s.s. HIDALGO are hereby informed of the arrival of the vessel, and requested to TAKE DELIVERY at once of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 2nd September 1872.

NOTICE.—CONSIGNEES of CARGO per s.s. MILBANKE are hereby informed of the arrival of the vessel

This steamer having met with damage owing to bad weather the voyage from Liverpool, which will consequently form a General Average Claim, Consignees are required to sign the Average Bond now in circulation, and in forwarding Bills of Lading for our inspection and countersignature to accompany these documents, with a declaration of the value of their respective shipments, as well as a deposit on account of General Average, equivalent to 1 per cent. on the value, pending adjustment of the Statement.

W. NICOL & Co., Agents.

Bombay, 3rd September 1872.

TIME-PIECES.

"OEIL-DE-BŒUF,"

HANGING EXCELLENT TIME-KEEPERS, PATENT LEVER.

EIGHT DAY.

"SKELETON,"

WITH GLASS DOME AND STAND.

EIGHT DAY.

"MARINE,"

VERY SERVICEABLE,

CLOCKS and TIME-PIECES OF EVERY DESCRIPTION TO BE HAD AT FAVRE, LEUBA, & Co.'s, Elphinstone Circle.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 13th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. P. SURAT, 2,578 tons, and 500 H.P., Captain E. J. Baker, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 9th September, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. GOLCONDA, (1,000 tons and 400 H.P.); Captain A. Coleman, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 6th September.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

CRAWFORD and COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

On MONDAY next, the 9th September, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms :—

8	Bales Grey Shirtings.
10	Cases Grey Dhoties.
12	,, Prints.
7	,, Madras Handkerchiefs.
2	,, Blue, Orange, and White Prints.
2	,, T. Red German Cluntz.

FOR SALE ON COMMISSION.

The Properties of Gentlemen no longer requiring.

1 Photographic Apparatus Complete with lenses by Ross and 1 Photographic Tent with Orange glass.

1 Single Poled Tent with 1 Roxty in good order.

1 Dummy level 16 inch and 1 Transit Theodolite, 6 inch by Reid, London Maker.

1 Red Parrot with standing and hanging perches.

CRAWFORD & Co.

Bombay, 7th September 1872.

BENNETT and COMPANY, No. 4, FORBES STREET.

WEEKLY AUCTION SALE.

THIS DAY SATURDAY the 7th inst, Messrs BENNETT and Co. will sell by Public Auction, at their rooms, a large quantity of Grey and Coloured Piece Goods, &c.

In cases : Fancy Toys, Superior Perfumery, Scented and Toilet Soaps, Gilt Mouldings, &c.

A few dozen Champagne (ullaged) in quarts and pints.

By order of the Mortgagee and on account and at the risk of the Mortgagor.

Just Landed,

11 Cases Superior Medicines.

At 1 P.M.

One English-built Buggy.

One second-hand Park Phaeton.

One Bay Australian Horse, quiet and steady in saddle and harness.

One Grey Arab Brougham Horse.

One Chestnut Riding Horse.

One Child's black Pony.

AUCTION SALE of very valuable and costly English walnut-wood, mahogany, ebony, and richly gilt household furniture, magnificent crystal cut and plated 24, 18, 12, and 8 lights chandeliers by Nash, handsome pier glasses in richly gilt frames with console tables, Tucker's handsome plated 4, 6 and 12 lights argand chandeliers, valuable gilt clocks, wall gerandoles, handsome sofas, rich silk carpets, China garden seat, China pots of choice plants, &c., at Love Lane, next to H. H. Aga Khan.

ON MONDAY the 16th, and TUESDAY the 17th instant, Messrs. BENNETT & Co. are instructed to sell by public auction at the above-mentioned place, by order of the mortgagee, and on account and at the risk of Hurbhum Nursey, the mortgagor, the whole of the valuable furniture, &c.

Catalogues will be published, and the property will be on view five days before the day of sale.

AUCTION SALE OF VALUABLE LANDED PROPERTY.

ON MONDAY, the 16th instant, at 4 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction, on the premises, by order of the mortgagee, and on account and at the risk of Hurbhum Nursey, the mortgagor, the following landed property viz. :—

All that piece or parcel of land or garden ground or out-compounding by admeasurement thirteen thousand seven hundred and thirty-three square yards, be the same a little more or less, situate on the Lane called Love Lane, in sub-district of Mazagon, in the island of Bombay, which said piece or parcel of land or ground and bungalows, hereditaments, and premises were formerly and are now in the occupation of the said Hurbhum Nursey, and are bounded as follows, that is to say, on the east by the garden of the late Wassodew otherwise Bapshia Purseotumjee, on the west by the property of Dhanjee Dadajee, on the north partly by the property of Dorabjee Manockjee and partly by the public road on the south, by the property part of the estate of Nurbhan Tungsalee, deceased, and which said piece of land or ground is registered in the Books of the Collector of Land Revenue under No. 50, and the said messuage or dwelling house, bungalows, stable, and premises are assessed by the Collector of Assessment under No. 4.

BENNETT & Co.

Bombay, 7th September 1872.

KEROSINE OIL STREET LAMPS.—At the suggestion of Municipalities and other large buyers, we have REDUCED the PRICE of VICTORIA and WASHINGTON STREET LAMPS to Rs. 20 and Rs 15 respectively, and the internal parts of Victoria Street Lamps to Rs. 7.

We have on sale best refined KEROSINE OIL, TOBACCO, and other AMERICAN IMPORTS.

FARNHAM & Co.

OILS, PAINTS, COLOURS, & VARNISHES of the celebrated Brand of

BLUNDELL, SPENCE & CO., London,—England.

Spurious goods being constantly offered in the Bazaars purporting to be ours and bearing fraudulent imitations of our Trade Marks and Labels, Dealers and others are hereby cautioned against trading in same, and Consumers are requested to communicate any complaints to the Undersigned, our Sole Agents in the East.

BLUNDELL, SPENCE & Co.,

Agents HUGH D. FISHER & Co.,

Elphinstone Circle, opposite Custom House.

All goods bear our name with Trade Mark, a Cross in a Garter enclosing 3 Crowns and a Dagger, and can be obtained of all respectable dealers.

ROWLAND and CO., SADDLERY and HARNESS ESTABLISHMENT, 19, MEADOW STREET AND RAMPART ROW, BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

CURSETJEE COWASJEE, WATCHMAKER to the G. I. P. RAILWAY, No. 11, Meadow Street, has lately RECEIVED from last MAIL—

Silver English Watches by Charles J. Hill, Silver Swiss Watches by John Barrell, Silver Swiss Repeaters by John Barrell, Gold Swiss Watches by John Barrell, inside Moon Days and Dates, second independent.

Silver and Gold Keyless Watches, by different Makers, both for Ladies and Gentlemen.

Soldiers' Watches, Musical Boxes, Snuff-Box with Singing Bird, Gold Ear-rings, Lockets, and Chain, warranted 9 carats to 18 carats. Warranted fine Silver Chairs. Repairs of all kinds, undertaken and completed at the shortest notice possible.

American Ortegun Clocks and Watches, Time-piece, warranted for one year.

A set of exquisitely-worked Coral Jewellery for Ball-dress, consisting of Bracelet, Brooch, Necklace, and Coronet, &c., now on view at the shop of the Undersigned, to be sold very cheap.

Orders from Up-country Stations punctually attended to, if accompanied with remittance.

CURSETJEE COWASJEE, Watchmaker to the G. I. P. Railway Company.

BOURNE and SHEPHERD, PHOTOGRAPHERS, No. 10, RAMPART ROW, (Near the Esplanade Hotel.)

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

BOURNE and SHEPHERD'S well known Photographs of Cashmere, the N. W. Provinces, Calcutta, the principal Hill Sanatoria, the Grand Snow Scenes of the Himalayas, the Neilgherries, Southern India, and Ceylon, always on view, and, being all kept arranged in books, may easily be inspected.

Bourne and Shepherd also beg to intimate that a series of Views of Bombay, Poona, and Matheran have lately been added to their Collection.

COLOURING.

Orders for Colouring executed in the best manner, in Oil, Water Colour, or Crayons. Specimens can be seen at their Rooms.

Bombay, 2nd January 1872.

ADAMS'S PATENT C. F. BREECH-LOADING REVOLVERS, as exclusively adopted by H. M. War Department. Records of Special Articles from the *Times*, *Engineer*, *Daily Telegraph*, *Pall Mall Gazette*, &c., on competitive trials of this Revolver, with price lists, can be obtained on application to JOHN ADAMS, at the Factory and Depot, THE SOLE ADDRESS,

391, STRAND, LONDON, W. C.

Breech-loading Guns, Rifles, with all necessary Appurtenances.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON

IS ONE OF THE MOST EFFECTUAL PRESERVERS OF HEALTH

ever offered to the public. By its action in absorbing all impurgases in the stomach and bowels, it affords speedy relief in all cases of

ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.,

and is invaluable in cases of, and is the best known preventative to, Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by

J. L. BRAGG, 2, Wigmore St., Cavendish Sq., London.

Agents for Bombay Presidency.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

LEWIS'S DRAMATIC AND BURLESQUE COMPANY.

DIRECTRESS .....Mrs. G. B. W. LEWIS.

THIS EVENING, SATURDAY, SEPT. 7, AND MONDAY, SEPT. 9, 1872.

In consequence of the immense success of DION BOUCICAULT ESQUIRE'S famous production of the GREAT AMERICAN DRAMA of "THE OCTOROON," Mr. LEWIS has much pleasure to announce the truly characteristic SENSATIONAL "IRISH" DOMESTIC DRAMA,

THE COLLEEN BAWN,

OR

THE BRIDES OF GARRYOWEN,

FOUNDED ON GERALD GRIFFIN'S IRISH STORY, "THE COLLEGIANS."

PRICES OF ADMISSION.

Dress Circle	Rs. 3	Gallery	Rs. 2
Stalls	,, 3		

Doors open at 8-15 ; Performance to commence at 9.

Tickets may be had and places secured at SOUNDY, BRESLAUER & Co., where a plan of the Theatre can be seen.

Smoking strictly prohibited in all parts of the Theatre.

THE DELHI and LONDON BANK (Limited) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY.

The s.s. SURAT, from Suez, has brought the Cargoes of the following Vessels :—

ACCELERATED CARGO Ex

S.S. MOOLTAN, from Southampton, 7th August 1872.

UNACCELERATED CARGO Ex

S.S. SURAT, from Southampton, 1st August 1872.

GEORGE F. HENRY, Superintendent, P. & O. S. N. Company.

NOTICE is hereby given, that DOSSABHOY BYRAMJEE, of Bombay, Parsee inhabitant, is about to SELL a certain DWELLING-HOUSE, situate at Obelisk Road, assessed under No. 15, which was lately conveyed to him by one Jamsedjee Fuckirjee Ghaswalla. The Undersigned begs to intimate to all intending purchasers, that he has claim on the said property in respect of a mortgage, bearing date the 1st day of June 1869, still unsatisfied, and that Jamsedjee Fuckirjee Ghaswalla contracted to sell the said property to him prior to the date of the conveyance to the said Dossabhoy Byr mjee. Any person purchasing the said property will do so subject to the said mortgage and the said contract for sale.—Dated this 6th day of September 1872.

DINSHAWJEE FRAMJEE WADIA.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 954 of 1870.

PESTONJEE HORMUSJEE SUNTOOK.....Plaintiff.

vs.

NUSSERWANJEE NOWROJEE and MEHERBAI, Widow and Administratrix of the late DADABHOY SORABJEE SUNTOOK .....Defendants.

Pursuant to the Decretal Order made in the above cause, and bearing date the 18th April 1872, the following SALEABLE PROPERTY will be SOLD by PUBLIC AUCTION, before CHARLES PHILIP COOPER, Esq., Acting Commissioner of this Honourable Court, at the Office in the Court House, on WEDNESDAY, the 2nd day of October 1872, at the hour of three o'clock in the afternoon.

All the beneficial interest of the abovenamed Pestonjee Hormusjee Suntook and Meherbai, widow and Administratrix of the late Dadabhoy Sorabjee Suntook, or either of them, in all that piece or parcel of land, with the messuage, tenement, or dwelling-house with the appurtenances thereon, adjoining the Rustomjee Jamsetjee ground belonging to Sorabjee Dadaji Suntook, containing by admeasurement one hundred and four and four-an-ha of a square yard, be the same a little more or less, and which is situated in Tardeo Division, Dhobee Talao sub-district of Breechcandy, assessed by the Collector of Municipal Taxes under No. 5, and bounded as follows :—on or towards the east by the gold compound on or towards the west by the vacant ground, on or towards the north by the house of Jejeebhoy Rustomjee, and on or towards the south by the house of Dhunjeebhoy Rustomjee, which said premises are now in the occupation of the Parsee Charitable Girls' School.

For further particulars and conditions of sale application may be made to the Office of the Acting Commissioner, and at the Office of Mr. Khunderao Morojee, Solicitor for the abovenamed Plaintiff, No. 3, Meadow Street, Fort.—Dated this 2nd day of September 1872.

C. P. COOPER, Acting Commissioner.

BEAUTIFUL HAIR

can only be obtained by the use of Rowlands' Macassar Oil, which preserves the hair in its natural beauty, prevents it falling off or turning grey, strengthens the roots of the hair, causes it to grow on bald places, and makes it beautifully soft, pliable and glossy. Price 3s. 6d., 7s., 10 . 6d. equal to four small, and 21s. per bottle.

IMPORTANT CAUTION.

Ask for Rowlands' Macassar Oil, and avoid all other cheap articles under the same or similar names as spurious imitations. Each bottle has a Glass Stopper instead of the Cork as formerly. See all with the Cork are Spurious Imitations. This notice is deemed necessary, as the Proprietors have received intimation that a large quantity of Counterfeit, of the most pernicious quality, has lately been sent from Germany to India, South America and the Colonies under their names.

A BEAUTIFUL COMPLEXION

is obtained by the use of Rowlands' Kalydor, which allays all irritation and tenderness of the skin, removes cutaneous disfigurements, freckles and tan, and produces a delicate and blooming appearance to the complexion and skin. During the heated dust of summer especially, it is the most suitable that neither washing or perspiration can remove it. Price 4s., 7s. 6d., and 10s. 6d. per bottle.

All these articles have been used and justly appreciated by all the Sovereigns and Courts of Europe, the Pope of Rome, and the aristocracy of the world, during the last seventy years, being of inestimable value to those who use them. They are sold by all Chemists, Perfumers and Bazaars throughout India, the Colonies and South America.

A. ROWLAND & SONS, 20, HATTON GARDEN, LONDON, PROPRIETORS.

DISINFECTANTS.

	Cash. Rs. a.	Credit. Rs. a.
MACDOUGALL'S PATENT DISINFECTING POWDER ; Bottle with dredger top, particularly recommended for domestic use.....	0 10	0 12
Do. do Case of 200 lbs.....	21 8	24 0
MACDOUGALL'S PATENT DISINFECTING FLUID ; pint bottle.....	0 8	0 10
Do. do. quart bot le.....	0 14	1 0
Do. do. do. per doz.....	8 8	10 8
Fumigating Balls, per packet.....	0 10	0 12
Fumigator for use of above.....	1 0	1 4

TREACHER & Co. (Limited).

NOTICES.

MADAME STRETTON, (NEE LILIA THOUMIN,) PIANISTE,

Elève de Marmontel, Professeur au Conservatoire de Paris, Begs to announce her arrival in Bombay, and is prepared to receive Pupils for the Pianoforte, both for Elementary and Finishing Lessons. Address in the first instance, by letter, Mount Road, Masagon.

DR. A. FITZPATRICK, SURGEON DENTIST, (LATE OF CALCUTTA,)

BEGS to inform the Nobility and Gentry of Bombay, that he has been induced to begin Practice in this City, and can be consulted daily from 10 A.M. to 5 P.M. at his Office, No. 12, Rampart Row, opposite the Esplanade Hotel.

P. GRANT and SON, MANUFACTURERS OF SADDLERY, HARNESS, AND MILITARY ACCOUTREMENTS, OF EVERY DESCRIPTION 2, RAMPART ROW, BOMBAY.

G. NICOLL & CO., SADDLERS AND HARNESS MAKERS, 30, MEADOW STREET, BOMBAY, AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

Messrs. RAMCHUNDER MAHADEO & Co., OLD COMMISSARIAT BUILDINGS, ELPHINSTONE CIRCLE,

BEG respectfully to invite the attention of MERCHANTS, ENGINEERS, CONTRACTORS, and the Public in general to their large Stock of MOULMEIN TEAK, Squared Logs and Scantlings, Boards, Planks, &c., of various sizes.

GALVANIZED CORRUGATED IRON SHEETS, of different sizes and gauges.

RIDGE CAPPINGS.

MILLED SHEET LEAD, of different weights.

PERFORATED ZINC SHEETS.

Indents executed for all descriptions of Building Materials and forwarded to Outstations.

Every article supplied guaranteed to be of the best quality and at market rates.

Orders from Outstations will meet with prompt execution, and be carried out in a manner which they trust will meet with approbation and a continuance of favours.

HOUSES, &c., TO LET.

TO BE LET, at Clare Road, Byculla, BUNGALOW, No. 5, suitable for a family, in good condition.—Apply to RUSTOMJEE HORMUSJEE PESTONJEE BOTTLEWALLA, No. 96, Borah Bazaar Street, Fort.

TO BE LET, a SPACIOUS HOUSE, having Velsar water, and good Sea-breeze, situated at Small Colaba, St. Thomas's Street, opposite Messrs. Remington & Co.'s Cotton Screw, House No. 117. For further particulars apply to MANOCKJEE NOWROJEE, Meadow Street, No. 32, Fort, or at No. 124, Small Colaba.

TO LET.

1. COMMODIOUS upper-storied House on the Breach Candy Road, suitable for a large family.
2. A large House in Military Square, Fort.
3. A Bungalow on Mount Road on the property called "Unjeer Baugh."
4. Upper-storied Premises on the Breach Candy Road, lately in the occupation of Mr. Harry Hibbert. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY, Managing Trustee, Byramjee Jeejeebhoy Trust Settlement.

TO LET.

1. A SPACIOUS two-storied House at the corner of Church Gate Street, opposite the Cathedral, and adjoining the "Times of India" Office.
2. Several apartments fit for dwellings in Tod Street, Fort.
3. Two Bungalows at Colaba.
4. A Spacious Godown in Church Lane, Fort.
5. For the next Cuttack season, a large furnished Bungalow at Matheran, situated on the best site and commanding an excellent View.
6. Several Apartments in Church Lane, Fort.
7. Airy Premises, fit for Office or Dwelling-house, in Hornby Row. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY.

Bombay, June 24, 1872.

WANTED.

WANTED, by the Advertiser (a MARRIED COUPLE), BOARD and LODGING with a quiet family in the Fort, at not more than Rs. 50 per month. Apply to "J.," Office *Bombay Gazette*.

NOTICES.

MR EDWARD MILLER has been admitted a PARTNER in our FIRM from the 1st JANUARY 1872.

Bombay, 31st August 1872. C. MACDONALD & Co.

CALCUTTA.—NOTICE.—First class BOARD and LODGING at VERY MODERATE TERMS, No. 2, Middleton Row, Calcutta. A three-storied bungalow, very commodious, and situate in one of the healthiest and best localities. Specially established under European management for Officers and Civilians, with suitable accommodation for Married Couples

NATIONAL BANK OF INDIA (Limited).—NOTICE.—The TRANSFER BOOKS of this BANK will be CLOSED from the 6TH to 17TH INSTANT, both days inclusive.

By Order of the Board of Directors,

WM. A. BAKER, Acting Manager.

Bombay, 4th September 1872.

NOTICE OF REMOVAL.

WE beg to inform our Friends and the Public that we have THIS DAY REMOVED to No. 3, Hummum Street, (formerly occupied by Messrs. Grant and Son).

THOMSON & Co., Chemists and Druggists.

BOMBAY PRESS COMPANY (Limited).—NOTICE is hereby given, that a DIVIDEND of Rs. 22½ per share on Rs. 1,000 each, on 1,600 shares, or Rs. 36,000 in all, has been declared for the year ending 30th June last, and will be PAYABLE to the SHAREHOLDERS on the register this day, on and after MONDAY, the 16th September 1872, between the hours of 11 A.M. and 3 P.M., on production of Share Certificates at the Office of the Company.

By Order of the Directors,

BRICE, BROWN, & Co., Secretaries and Treasurers.

Bombay, 4th September 1872.

NATIONAL BANK OF INDIA (Limited.)—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Company will be HELD at the City Terminus Hotel, Cannon Row, London, on TUESDAY, the 19th day of November next, at the hour of noon precisely, for the purpose of considering a resolution which will be proposed by the Directors to the Meeting, altering certain of the regulations of the Company, and for making new regulations, to the exclusion of, or in addition to, such regulations, and of adopting such resolution, with or without modification, or otherwise, as the Meeting may deem fit.

By Order of the Board,

R. O. SAWERS, Chief Manager.

London, 31st July 1872.

PARCELS TO ENGLAND FOR ONE RUPEE.

THE Undersigned beg to inform their Constituents, and the Public generally, that they undertake to forward Parcels, Cases, &c., to England by the Mail Steamers at the following rate, viz. :—

Parcels not exceeding ½ cubic foot, Re. 1.

And for every additional ½ cubic foot or part thereof, Re. 1.

A written declaration of contents and value of each case is required.

Every information and assistance are afforded to the senders of parcels, either from Bombay or the Mofussil.

WM. WATSON & Co., Agents.

23, Apollo Street, Fort, Bombay.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.—Undersigned will be prepared to receive TENDERS, up to the 20th instant, for the PURCHASE of the whole or a portion of about 9 tons of OLD BRASS, now lying in the Company's Locomotive Stores, Parel, where the same can be seen on application to the Storekeeper.

Tenders should state the price per lb., and Undersigned does not not bind himself to accept the lowest or any tender.

CHARLES CURREY, Agent, B. B. and C. I. Railway.

Bombay, 5th September 1872.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 192 of 1871.

HURJEEVUNDASS DHOWJEE MODY, of Bombay, Hindoo inhabitant, residing at Balajee Bansett Street, with the Fort.....Plaintiff.

vs.

PESTONJEE HORMUSJEE PUSTAGIA, of Bombay, Parsee inhabitant, residing at Bazaar Gate Street, within the Fort .....Defendant.

Pursuant to the Decree made in the above Suit and bearing date the Twenty-fifth day of April, One Thousand Eight Hundred and Seventy-two, the following immoveable property will be sold by Public Auction, before Charles Philip Cooper, Esq., Acting Commissioner of this High Court, at his Office in the Court House, on WEDNESDAY, the Eighteenth day of September, A.D. 1872, at Eight Hundred and Seventy-two, at the hour of three o'clock in the afternoon.

All the estate and interest of the abovenamed Hurjeevundass Dhowjee Mody and Pestonjee Hormusjee Pustagia, or either of them, in all that piece or parcel of Fazendary land, containing by admeasurem nt ninety-one-and-a-fourth-nths of a square yard, be the same a little more or less, together with the messuage and building thereon, situate at Sonapore Breach Road, without the Fort of Bombay, in the sub-district of Bhooleshwar, assessed by the Collector of Municipal Taxes under No. 81, and bounded as follows : that is to say, on or towards the north by the Sonapore New Road, on or towards the south by the house of Mrs. Goiss, on or towards the east by the public road called Sonapore Cross Lane, and on or towards the west by a passage, and which was formerly and is now in the occupation of Pestonjee Rustomjee or his tenants.

For further particulars and conditions of sale application may be made at the Office of the said Acting Commissioner, or at the Office of Mr. Shamrao Pandurang, Attorney for Plaintiff, in Meadow Street, Fort.—Dated this 16th day of August 1872.

C. P. COOPER, Acting Commissioner.

MEDICAL HINTS FOR THE DISTRICTS,

AND

COMPANION TO THE DISTRICT MEDICINE CHEST, ARRANGED FOR

GOVERNMENT OFFICIALS, THEIR FAMILIES, AND CAMP FOLLOWERS,

AND

FOR ALL WHO ARE CUT OFF FROM ORAL MEDICAL ADVICE.

BY

A BOMBAY ARMY SURGEON.

Bombay .....THACKER, VINING, & Co

Calcutta .....THACKER, SPINK, & Co

T. CHATELAIN-MONTANDON, WATCHMAKER, JEWELLER, AND OPTICIAN, BY APPOINTMENT

To their Excellencies the VICEROY of India, LORD and LADY NAPIER of MAGDALA and the Lt. GOVERNOR the PUNJAB, the MAHARAJAHS of JEYPORE CASHMERE, and GWALIOR.

Hummum Street .....Bombay.
Argyll House .....Simla.
East Street .....Poona.

Orders for Up-country not accompanied with Remittance will not be attended to.

T. CHATELAIN-MONTANDON.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers of that system, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business, on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., se

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

MARKET for shares and Government Paper dull, but rates unchanged.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	87
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 nl
10,000	500	all	5 p.ct.	Do of Bombay New	710 xd.
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	220 xd.
15,250	1,000	all	5 p.ct.	Do of Madras	1,250
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	300
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	175 nl.
87,090	250	125	Nil.	National Bank of India.	112
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	218-3'0	p.c.	G. I. P. Railway Consoli. dated Stock	231
.....	£20	109-12	do.	Do. New £20 Shares	124
.....	£20	43-10-2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	198-5-1	do.	Do. New Shares	225

PRESS COMPANIES.

150	5,000	2,850	225 pa.	Akbar Cotton Press Co.	2,210
200	3,000	1,100	175do.	Albert Co. Kurrachee	1,065
250	3,000	650	Nil.	Alexandra Press Co.	315
150	12,000	11,000	200do.	Apollo Press Co.	7,750
200	2,500	all	215do.	Bombay Press Co.	2,175
200	500	all	532do.	Do New	550
350	1,000	1,000	100 pa.	Broach Cotton Co	1,030
100	1,500	...	...	Carwar Company	1,300
500	1,500	all	40	Colaba Press Co.	6,750
350	2,000	all	200	East India Press Co.	3,100
150	8,500	all	500	Fort Press Co.	8,400xd.
300	2,000	1,500	30 pa.	Framji Cowasji Press Co.	1,065
300	1,000	all	200 pa.	French Press Co	775
200	6,000	6,000	225 pa.	Hydraulic Press Co.	2,150
250	5,000	1,467	200 pa.	Imperial Press Co.	975
50	5,000	2,000	100 pa.	Kurrachee Press Co.	1,165
300	400	300	60 pa.	Mofussil Press & G. Co.	620
120	2,500	all	250 pa.	Prince of Wales Press	2,400
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,000
150	2,000	all	Nil.	Timevelly Press Co	1,000
225	2,000	1,000	250 *	Victoria Press, Madras	1,240

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

200	2,000	1,700	150p.a.	Albert Mills Co.	1,550
200	1,250	all	50p.a	Alexandra Spinning	1,250
500	2,500	all	140*	Alliance Spinning	2,500
100	3,500	all	...	Bombay	2,900
200	1,000	all	20*	Bombay United	915
500	150	150	25*	Broach Mills	210
750	2,000	all	200p.a	Dhurumsey Spinning	2,500
750	2,000	all	200p.a	Great Eastern	1,925
2,500	1,000	all	140p.a	Manockji Petit's	1,025
200	1,000	all	Nil.	Morarjee Spinning	1,045
200	2,500	all	225*	Oriental	2,575
600	2,500	2,400	216p.a	Royal	1,900

* Per share for the half-yea.

MISCELLANEOUS.

.....	2,500	1,500	75 pa.	Bombay Burmah Trading Corporation	1,225
40,000	50	all	4½ pct.	Bombay Gas Company	55
500	500	300	21 pa.	Landing and Shipping Co. of Kurrachee Ld.	165
1,000	50	all	2 pa.	Mechanics B'ld'g Co.	32
2,000	500	all	40 pa	Treacher & Co	390
3,000	250	all	6 pa.	Viegas Patent Slip Co	60

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10¾d.
London Banks	6 months' sight	1s. 11 5/16d.
Do. do.	3 Do. do.	1s. 11 1/16d.
Do. Credits	6 Do. do.	1s. 11¼d.
Do. do.	3 Do. do.	1s. 11⅛d. to 1s. 11 5/16d.
Do. Documents	6 Do. do.	1s. 11 9/16d.
Do. do.	3 Do. do.	1s. 11⅜d.
Calcutta	At sight	100¼
Do.	30 days' sight	100
Do.	60 Do. do.	99¾
Madras	At sight	100
Do.	30 days' sight	99¼
China	60 Do. do.	226

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112
Four & half per cent	104¼
Four per cent	101¼ to 101¾
Four & half per cent. (Public Works Loan)	107
Five per cent Debenture Loan, 1896-97	103¼
5 years' Debenture Loans	100½
10 years' do. do.	105
5 years' do. do.	103
Six per cent Municipal Loan House Rate	112
Do. Market Rate	112
New French Loan 5 per cent (₹ 1. 50 c.) of 1871	88
New French Loan (fully paid-up)	88
Paris Municipal Loan (Debenture Rs. 117) per Bond.	120

CALCUTTA FREIGHT MARKET.

THE past week has been an extremely quiet one in the Freight Market. Many shippers have a great deal of tonnage on hand to provide for, and the rest are out of the market, the consequence is that very little fresh tonnage has been disposed of. Vessels are not willing to lay on for home ports, because there is not sufficient cargo offering to fix them, and for steamers there is even less demand. Steamers fixed for London find it difficult to fill up, even at the present reduced rates, that is, five shillings per ton below last quotations. There is no demand for America, or the Continent, and, for Bombay, there are no shippers at present rates, and the Country Trade is depressed. Altogether the Freight Market is in a most depressed state.

The number of iron ships not fixed is 15, and tonnage 19,800, and wooden ships 19, tonnage 21,200.

Total tonnage 45,100 tons unfixed.

The Suez Canal.—Quotations for London.—Jute £3 to £2 17·6 per ton; Linseed £3 per ton; Rape Seed none; Rice £2-10 per ton; Wheat, Sugar, Saltpetre, none; Tea, Hides £3-10 per ton. Pockets of Linseed £1-15 per ton. There is no demand for steam tonnage for any destination, and cargo is obtainable at our quotations with great difficulty. The steamer Bertha arrived on the 27th August, and the steamers Asiatic, Elgin, and Agia Sophia on the 28th August. The Asiatic is unfixed, and is looking for a country voyage; the Elgin loads for Dundee under charter at £4-10 per ton; and the Agia Sophia is loading for London; she made the passage out from Liverpool, including detention, in 36 days.

There have been no less than five steamers to arrive offering to charter, but nothing has been done.

Quotations for London, via the Cape.—Linseed £3 per ton nominal, Jute £2-15 per ton, Rice £2-7-6 per ton nominal. The rest nominal; no cargo offering, except at a decline.

The British Envoy has taken the berth.

For Liverpool.—Linseed £3 per ton, Jute £2-11-3 per ton, Cotton at £2-15 per ton, Rice (2-2-6 per ton.

For Dundee.—No charters, and no re-lets. Rate nominally £3-5 per ton for iron ships. For wooden vessels no demand.

For Barrow.—The wooden ship Dorset, 1,265 tons, has been re-chartered at £2-15 per ton for a full cargo of Jute.

For the Clyde.—No charter since the City of Madras, at £3-5 per ton.

For New York.—The James Wishart has arrived chartered, and re-let 800 tons linseed at 51½, and Light Freight at 51½ per ton. Quotation for charter 51½ per ton, and no demand.

For the West Indies.—Persian Empire, in ballast, engaged for coolies, at £13 per head, and Ballast Rice, at £2-10 per ton for Demerara Howrah, iron, to arrive, engaged for coolies at £13-7-6 per head for Trinidad; her ballast cargo has not been arranged for.

For the Rice Ports.—No demand.

ENGAGEMENTS.

per London, via the Canal.—Steamer City of Oxford, 100 tons, Jute at £3-5 per ton, 4,000 chests Tea at £3-15 to £3-10 per ton, and 200 tons Hides, &c., at £3-15 to £3-12-6 per ton. Steamer Winstead-700 tons, Rice at £2-12-6 to £2-10 per ton, 50 tons Sugar at £2-5 per ton, 400 tons Jute at £3 per ton, and 125 tons Light Freight at £3-10 to £4 per ton, and 400 tons Linseed at £3 per ton. Steamer Bertha, 400 tons Linseed, at £3 per ton, 200 tons Jute at £3 per ton.

Steamer Azalea, 300 tons Jute at £2-17-6 to £3 per ton, 100 tons Light Freight at £3-15 and £3-12-6 per ton, and to fill up 100 tons at £3-10 and £3-5 per ton.

Steamer Agia Sophia, 300 tons Linseed at £3 per ton, and 200 tons Jute at £3 per ton.

For London, via the Cape.—British Envoy, 800 tons Jute at £2-17-6 per ton, and 500 tons at £2-15 per ton, 500 tons Rice at £2-7-6 per ton.

Star of Albion, 200 tons Jute at £2-15 per ton, River Lune, 100 tons Jute at £2-12-6 per ton, to fill up. Rooparell, 100 tons Linseed at £3 per ton, and 50 tons Jute at £2-12-6 per ton. Howden, 400 tons Jute at £2-15 per ton.

For Liverpool.—Ghazeepore, 700 tons Linseed, at £3 per ton, 400 tons Rice at £2-5 per ton, 200 tons Jute at £2-11-3 per ton. Tethys, 150 tons Jute at £2-10, and 120 tons Cotton at £2-15 per ton. Rejmahal, 100 tons Rice at £2-2-6 per ton.

Country Trade.—We have to report a quiet market after the number of charters made during last week, and previously. The demand for Bombay and Mauritius has been more than satisfied, and we anticipate little or no business in charters previous to the approaching Poojah holidays. The following are the charters during the week:—

Barque River Clyde for Cochin (Malabar Coast), Rice at Rs. 1-4 per bag, 50 to 75 tons Light Freight at Rs 12 per ton. Ship Canute 1,291 tons, for Mauritius, at Rs. 1-1 per bag, Light Freight at Rs. 10 per ton. Ship Hindoo ton, 837 tons, for Mauritius, Rice at Rs. 1-2 per bag, Light Freight Rs. 12 per ton. The following are the closing rates:—

Bombay.—Dead Weight Rs. 16, Light Freight Rs. 12 to 13.

Mauritius.—Rice Rs. 1 to Rs. 1-1 per bag, Light Freight Rs. 10 to 11.

Colombo.—Steamer rate Rs. 1-4; no enquiry. Ship rate Rs. 1 nominal.

Madras Coast.—Nothing doing.

China.—Nothing doing in Charters.

—*Englishman*, Sept. 3.

EDMUND BUCKLEY AND CO.'S EAST INDIA WOOL REPORT.

COLONIAL BUILDINGS, 36, DALE STREET, LIVERPOOL, 15th August.

THE market for common Wool is rather quiet, and English has declined in value somewhat since our last East India sales, but the decline is now arrested. We make no alteration in the quotations for East India Wool from auction rates.

We would direct the attention of Bombay Shippers to a case which occurred recently, and which may have frequent repetition if steps be not taken to prevent it—a case in which importers have suffered material loss, without, apparently, any hope of redress. The European ship arrived from Bombay about the 12th June, bringing a mixed cargo, including 1364 bales Wool. She docked on the 18th, and was berthed at an open quay, without any shed or other accommodation to protect the cargo from the weather while landing, or during the 48 hours which by law, it is allowed to remain upon the quay. A most violent thunderstorm and heavy rain occurred during the afternoon of that day, and that portion of the cargo which was then landed, was drenched with rain. After the damage was done, we ourselves received from the Master Porter—who is employed by the ship to land and load the cargo—a notice a follows:—"Beg to inform you that the s.s. European has commenced discharging on the Prince's Dock Basin *open quay*, at your risk," &c. This notice we received at 5 p.m., at which hour the Wapping Warehouses, where all East India Wools are stored, closed, and we at once replied by a similar notice to Messrs. H. N. Hughes and Nephew, the Agents for the steamer, to the effect that as Wool suffers very materially from an exposed quay in unfavourable weather, we should hold them and the ship responsible for any damage that might accrue to the 344 bales wool in our charge, from rain water or other causes to which they would be liable if landed on an open quay. A large number of bales were so damaged, and after this notice the ship's Agents persisted in discharging at the same berth, and by so doing caused further loss and damage to importers; and their only reply to the notice that we had served upon them was, "that they could not acknowledge any responsibility for damage by rain water, if any, to the wool ex European, and that if we would refer to our bills of lading we should find that the liability of the steamship ceases when the goods are put over the side."

The losses on this ship were most serious, we ourselves having, in conjunction with another broker, certified to a loss of £237 7s. 10d. upon 221 bales so damaged, and there have been in all 607 bales sold by auction as rain damaged, which would leave a similar loss; and other parcels were picked and made merchantable. Legal advice was taken by the parties interested, which at first was conflicting, and meetings were held by the brokers who held the wool, which resulted in their recommending to their merchants that one case should be selected and brought before a Court of Law in order to ascertain whether the ship could be made responsible. The opinion of Mr. Manisty, Q.C., was had, and was to the effect that "Owners of the European are relieved from responsibility in the case submitted to him owing to the special clause in the Bill of Lading:" and further legal proceedings have, in consequence, been abandoned. We would draw attention to the special clause referred to, which, in the case of the European, s.s., states among other things that "the act of God, vermin, *rain*, spray, &c., &c., error in judgment, *negligence* or default of Pilot, Master Mariner, Engineers, or other persons in the service of the ship, whether in navigating the ship or otherwise" &c., &c., are excepted. One of the legal gentlemen consulted in this case, remarked to us that if merchants were content to accept Bills of Lading containing such clauses, they put themselves out of Court as to redress; and our own opinion is that shippers should require a clause to be inserted in all Bills of Lading for Wool, that the ship shall not be allowed to discharge in a berth where there is no shelter for the cargo; and we also venture the opinion that joint action should be taken in this matter. Wool absorbs every particle of moisture, and soon rots,—Cotton we believe, does not so.—We are, Gentlemen, yours faithfully,

EDMUND BUCKLEY & Co.,
Wool Brokers.

SHIPPING.

DAILY FREIGHT REPORT.—6TH SEPTEMBER.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton; Wooden Ships; Myrabolms & Coir bdls; Seeds	£2 2s. 6d. to £2 5s. 0d. £2 0s. 0d. to £2 2s. 6d. £1 17s. 6d. £1 10s. 0d.
Havre	Cotton, Coffee	No ship.
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£2 5s. 0d.
China	Steamer Cotton; Opium; Sailing Ships	Rs. 8 per bale. Rs. 25 to 30 per chest Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 16 to 17 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Sept.	Vessel.	Commander.	From
6	Punjaub (s)	Starratt	Calcutta, Aug. 13.

DEPARTURES.

Sept.	Vessel.	Commander.	Destination.
6	Geelong (s)	Babot	Aden and Suez.
	Assyria (s)	Smart	Calcutta.

The steamer Hidalgo, for Liverpool, was entered out for loading yesterday.

ADEN.

ARRIVALS.

Aug. 22 Castlemaine, ship, O. Williams, from Newport.
22 Timour, ship, A. Henderson, from Sunderland.
22 Earl of Lonsdale, s.s., Wight, from Mauritius.
22 Tigre (M. M.) s.s., Lievintre, from Shaigon.
22 Ellora, s.s., Fraser, from Suez, with Mail.
23 Golconda, s.s., Coleman, from Suez, with Mail.
24 Timash, s.s., Hogg, from Cardiff.
26 Danube, s.s., Hopkins, from Shanghai.
26 Nubia, s.s., Hall, from Bombay.

DEPARTURES.

Aug. 23 Tigre, s.s., Lievintre, to Marseilles.
23 Ellora, s.s., Fraser, to Calcutta.
24 Earl of Lonsdale, s.s., Wight, to Port Said.
24 Golconda, s.s., Coleman, to Bombay, with Mail.
25 Tweed, s.s., M. Duff, to London.
26 Nubia, s.s., Hall, to Suez.
27 Danube, s.s., Hopkins, to Odessa.
27 Krishna, s.s., A. Douglas, to Liverpool.

VESSELS IN HARBOUR.

Aug. 19 Astriana, ship, Campbell, from Liverpool.
July 19 Kwangtung, (B.M.) s.s., Elton, from Guardiful.
" 19 George Reed, s.s., Suckling, from Sea.
Aug. 23 Peruvian Empress, ship, Stockton, from Cardiff.
22 Castlemaine, ship, O. Williams, from Newport.
22 Timour, ship, A. Henderson, from Sunderland.
24 Timash, s.s., Hogg, from Cardiff.

DAILY EXPORTS.—6TH SEPTEMBER.

FOR LIVERPOOL.

Cella (s), 26 bales wool, Jacob Sawoo & Co.
European (s) 172 tons old iron, Bell, Brendenburg & Co.

FOR HONGKONG.

Golconda (s) 21 bundles E. teeth and 1 chest opium, Currimbhoy Ebram; 11 chests opium, S. E. Sassoon; 6½ chests opium, Merwanjee Manockjee & Co.; 18 chests opium, Dunjeebhoy Goolamhoosein & Co.; 14 chests opium, Remoobhoy Hubibhoy.

FOR SHANGHAI.

Golconda (s) 15 chests opium, S. E. Sasson; 24 chests opium, E. Dhunjeeshaw & Co.

SALES AND PURCHASES.

PIECE GOODS.—Owing to the departure of the mail there has been very little done, and prices show no change.

Our closing quotations which to a great measure are unaltered, are:—

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs.	4	5	6 to	Rs.	4	6 0
"	"	40	"	39	"	7 lbs.	"	4	14	0 to " 4 14 6
"	"	40	"	39	"	8½ lbs.	"	5	9	0 to " 5 9 6
"	"	45	"	39	"	8 lbs.	"	5	10	0 to " 5 11 0
"	"	45	"	39	"	9 lbs.	"	6	8	0 to " 6 9 0
"	"	70	"	39	"	10 lbs.	"	7	2	
" Printers	26	"	30	"	3 lbs.	"	2	6	6 to	" 2 7 0
" Mad'polams	32	"	24	"	2½ lbs.	"	1	13	6	
"	"	32	"	24	"	3 lbs.	"	2	3	6 to " 2 4 0
" Cambrics	55	"	24	"	5¼ lbs.	"	3	12	0 to	" 3 13 0
" Jaconets	40	"	20	"	2½ lbs.	"	2	2	6	
"	"	45	"	20	"	2¾ lbs.	"	2	7	0

The following sales are reported to have been made by European firms yesterday:—

PIECE GOODS.

1,500	pieces	Grey Shirtings		40	inch	39 yds.	7 lbs.	Rs.	4	14
1,000	"	"	"	40	"	39	" 8½ lbs.	"	5	9
500	"	"	"	40	"	39	" 8½ lbs.	"	5	9
2,000	"	"	Jacconets	40	"	20	" 2½ lbs.	"	2	2½
1,500	"	"	"	40	"	20	" 2½ lbs.	"	2	2½
2,000	"	"	"	45	"	20	" 2½ lbs.	"	2	7
1,000	"	"	"	45	"	20	" 2¾ lbs.	"	2	7½

COTTON.

35	candies	New Bhownuggur	ready		Rs. 210
50	"	"	"		" 210
50	"	"	"		" 210
100	"	"	"		" 209
25	"	Veerumgaum	"		" 204

In YARNS and METALS we have heard of no sales.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—6TH SEPTEMBER, 8 P.M.

Latest dates from United Kingdom.

Via Red Sea, 6th September, 1-25 P.M., Greenwich time. Time in transit, 1 hour 1 minute.

Latest dates from Continent of Europe.

Via Turkey, 6th September, 11-20 A.M., Greenwich time. Time in transit, 37 minutes.

Via Red Sea, 5th September, 6-40 P.M., Greenwich time. Time in transit, 19 hours 28 minutes.

Latest dates from America.

Via Red Sea, 6th September, 6-10 A.M., Greenwich time. Time in transit, 8 hours 4 minutes.

Latest dates from China.

Via Singapore, 6th September, 4-40 P.M. Time in transit, 5 hours 38 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 5th to 8 P.M. of the 6th September is as follows:—

To Bombay.	Max.	Min.
From Calcutta	10 56	0 5
" Kurrachee	1 23	0 1
" Madras	2 1	0 17

TELEGRAPH LINE REPORTS.

KURRACHEE, 6TH SEPTEMBER, 9 P.M.—Latest dates from Continent of Europe, via Turkey, 6th September, 1-8 P.M. Cable right to Fao; Turkish line right to Fera; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 6th Sept., 5 P.M.—Weather cloudy, wind north-west, thermometer 77, barometer 30·040.

CARWAR, 6th Sept., 5 P.M.—Weather cloudy, wind light westerly, thermometer 80, barometer 29·96.

TUTICORIN, 6th Sept., 3 P.M.—Weather fair, wind south, thermometer 88, barometer 29·85.

MANGALORE, 6th Sept., 5 P.M.—Weather fair, wind north-west, thermometer 87, rainfall 35 cents.

VINGORLA, 6th Sept., 6-25 P.M.—Weather cloudy, wind west moderate, thermometer 86.

MILITARY.

ARRIVALS.—SEPTEMBER 6.

Welman, Captain, 66th Regiment, from leave, from Kurrachee.
Gordon, Captain, 3rd Regiment Sind Horse, on duty, from Poona.
Smith, Major, 26th B. N. I., from sick certificate, from England.
Coussmaker, Captain, Mysore Revenue Survey, from sick certificate, from England.
Bonnor, Lieutenant-Colonel, Staff Corps, from leave, from Poona.
MacIntyre, Major, 2nd Goorkha Regiment, on medical certificate, from Dehra Dhoon.
Sandeman, Captain, Bengal Staff Corps, from leave, from Dehra Ghazee Khan.

DEPARTURES.—SEPTEMBER 6.

Donnor, Captain, 2-12th Foot, on medical certificate, to England.
Smith, Captain, 83rd Foot, on medical certificate, to England.
Rogers, Surgeon Major, Medical Department, on leave, to Poona.
Hundley, Lieutenant, Staff Corps, on leave, to Poona.
Welman, Captain, 66th Regiment, on leave, to England.
Holland, Colonel, Commissary General, on duty, from Poona.
Bonnor, Lieutenant Colonel, Staff Corps, on leave, to England.
Sandeman, Captain, Bengal Staff Corps, on leave, to England.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	Sept. 13	3-30 P.M.	4-30 P.M.
Kurrachee	" 11	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	" 18	11 A.M.	12 A.M.
China	" 9	3 P.M.	No after-packet.
Australia	" 21	3 P.M.	
Mauritius, Reunion, &c.	" 30	3-30 P.M.	4-30 P.M.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872:—

CHINA MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Monday Sept. 9	Tuesday Nov. 19	
Tuesday " 23	" Dec. 3	
" Oct. 22	" 17	
" " 5	" 31	
	1873	
	Jan. 14	

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Saturday Sept. 21	Saturday Nov. 16	
" Oct. 19	" Dec. 16	

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)		Rs.	42 0 0
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Three Months	*ditto*	"	14 0 0
One Month	*ditto*	"	5 0 0
One Week	*ditto*	"	1 8 0

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THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

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THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10 0 0
Per Copy	"	0 4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Saturday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

SHEPHERD—August 13th, at 8, Gloucester Terrace, Hyde Park, the wife of J. A. Shepherd, of a daughter.

BOMBAY.

BIRTHS.

JONES—September 3rd, at Nursingpore Station, the wife of Mr. George Edward Jones, Station Master, of a son.

WATKINS—September 5th, at Watson's Esplanade Hotel, Bombay, the wife of L. A. Watkins, Esq., of a daughter.

WILLANS—September 2nd, at Deesa, the wife of T. J. Willans, Esq., R. E., of a son.

OTHER PRESIDENCIES.

BIRTHS.

BRADSTREET—August 31st, at Bands, the wife of Captain C. R. Bradstreet, 15th Regiment M. N. I., prematurely of a son, who only survived his birth a few hours.

O'BRIEN—August 31st, at Lucknow, the wife of W. O'Brien, Esq., La Martiniere College, of a son.

CULLEN—GOODSIR—August 21st, at the Scotch Kirk, Bangalore, by the Rev. A. C. Bell, John Cullen, 18th Queen's Lancers, only son of Valentine Blake Cullen, Esq., Boxley, Maidstone, to Susannah Isabel, eldest daughter of Joseph Goodsir, Esq., of Bangalore.

GORDON—FELLOWES—August 29th, at Abbottabad, Hazara, Stannus Verner Gordon, Lieutenant, 23rd Punjab Pioneers, to Alice Gerrard, daughter of Major Halford Fellowes, 23rd Punjab Pioneers.

DEATHS.

DUCKETT—August 31st, at Kussowlie, of paralysis, Mr. John Duckett, Head Assistant Commissariat Department.

MARSHALL—September 3rd, at Ajmere, Henry, only son of Henry and Mary Mar-hall, Medical Hall, Agra, aged 8 months.

NEWTON—August 31st, at Mussoorie, Anne, the beloved wife of Thomas Newton, Barrister, aged 31 years and 10 months.

OLDHAM—August 30th, at Loodianah, of cholera, Ernest Edwin and Ethel Frances, son and daughter of Captain and Mrs. A. Oldham.

SKIDDY—August 30th, at Meerut, after an illness of four and a half months, Catharine, the beloved wife of Conductor Edward Skiddy, Pension Establishment, aged 49 years.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

SATURDAY, SEPTEMBER 7, 1872.

THREE weeks ago the telegraph informed us pretty fully in regard to the substance of the Report made by the Select Committee appointed to examine and report upon the whole subject of railway communication between the Mediterranean, the Black Sea, and the Persian Gulf. Since then the Report of that Committee has reached India in full, and we have also received a blue-book which throws a good deal of light upon the subject, as it contains the reports, on communication with India by the Euphrates route, made by members of Her Britannic Majesty's Consular Service, and is illustrated by more elaborate maps than usually find their way into publications of the kind.

The Euphrates Railway Committee was evidently determined to take as little as possible for granted, because they are careful to state as the first result of their researches that "they find "that at the present time no such communica-"tion exists," and no plan for establishing it is in course of execution, though it has been stated to them that the Turkish Government contemplates extending the line of railway now in course of construction from Scutari towards Bagdad. But they also come to the conclusion, and we are inclined to think, notwithstanding their high authority, to the erroneous conclusion, that no line starting from the Black Sea would be of sufficient value to English interests to make it worth their while to go deeply into the question. If India is ever to be directly connected with Europe it must be by way of Scutari. Between that place and Constantinople there is only the narrow channel of the Bosphorus; trains now run from Constantinople to Vienna, and the construction of a railway has already been at least commenced from Scutari in the direction of the Persian Gulf. Looking at these important circumstances, a line of railway starting from the Black Sea, or at least from the Bosphorus, would be very important to English interests, and, with the Suez Canal in existence, we fail to see what immense interest either Anglo-Indian Commerce or the Anglo-Indian Government would have in a line of railway which, as the Committee put it, would establish a route to the Persian Gulf from some port on the Mediterranean, to which British ships could at all times have uncontrolled access and which would be available for the transmission of troops and mails, as well as passengers and goods to India. It is really difficult to see what great advantage such a route would be to any one in particular except to the people living in its neighbourhood. It would certainly be absurd to think of sending goods up the Persian Gulf, disembarking them at Bussorah, and sending them by rail across the Euphrates and Syrian deserts to some place in the neighbourhood of Antioch, or perhaps through Asia Minor to Smyrna, at either of which places they would be no nearer their destination than at Alexandria or Port Said. Such a route would also be no gain to passengers, and any acceleration of mails which might be obtained by it would have to be rather dearly purchased. The Committee, we think, have taken altogether too narrow a view of British interests in this matter, and it seems clear that, in the present state of the world, the true policy for Great Britain to pursue in this matter would be to co-operate with Torkey in making a line direct from the Persian Gulf to the Bosphorus. Such is the only line that is ever likely to be of much use either for mails or passengers; for it is in that way that by far the nearest approach to a straight line of communication between India and England could be achieved. Let any one examine a map of the world, on whatever projection, and he will perceive at a glance that very nearly a straight line may be drawn along this route through Bussorah, Constantinople and Vienna; and considering also that all the European portion of the railway is constructed and that the Turkish Government is constructing a part of the Asiatic portion, it seems a palpable absurdity on the part of the Committee to speak of the transmission of passengers and mails by any other route in that direction.

For the reasons above stated the Committee's Report loses a great part of its interest. They have missed the most important point at issue, or rather they have cursorily considered it and erroneously dismissed it; and so it is with a feeling of disappointment that we find them passing on to discuss the several practicable routes between the Persian Gulf and the Mediterranean and the various ports which might be selected at either end of a line of railway between these two waters. However, the railway in question is likely to be some day made, for it seems that there is "no insuperable obstacle" in the way of its construction (a remark which would be equally true, now-a-days, of a proposed railway over the Himmalyas); there would be no difficulty in procuring the necessary labour and materials; the natives of the country will do it no injury, and it will have the sanction, "if not the active concurrence," of the Turkish Government. Having come to these conclusions, the Committee proceed to inquire more minutely into the various routes and into the conditions, on which the co-operation of the Turkish Government may be secured. But before noting these points, and indeed as a justification for doing so, we may mention that the subject has a good deal of importance for this place. Already Bombay may be said to be the Gate of Entrance to India, and it is becoming more completely so every day; but the Committee we are dealing with openly say, "there can be no "doubt that a route by way of the Persian Gulf "and Kurrachee will afford means of communi-"cation between England and the Punjab, and "north-west frontier of British India, superior "to those afforded by the way of Suez and Bom-"bay. It would seem, then, that there is a good day coming for the Kurrachee boys, what-ever the misery, if not the sinfulness, of their present estate may be; but we think Bombay can very well afford to remain tranquil in prospect of any injury which is likely to be inflicted upon it from that direction. That fast trains may be run not only from Kurrachee but also from Bombay on into Charing Cross station is a consummation which is exceedingly likely to be brought about within a very few years. Such trains will monopolise the light mails and a large section of the passengers, those, to wit, who are in good health and have a good deal of money or are in a great hurry, and may be used, on very special occasions, for the conveyance of troops, that is to say if fresh European troops should ever again be suddenly needed in India, or England require rapidly to recall its troops from India. But there is very little reason to suppose that the traffic from home which goes through Bombay is at all likely to be seriously affected by a line of steamers running from Kurrachee to the end of the Persian Gulf, in connection with a line of railway from the end of the Persian Gulf to the Gulf of Scanderoon, and that again in connection with another line of steamers from the Gulf of Scanderoon to heaven knows exactly where, but probably to London all the way round by Gibralter. It seems that Captain Tyler, R. E., "who has gone "carefully into the question," states that the saving of distance by the Euphrates route from London to Bombay, via Brindisi, Scanderoon, and the head of the Persian Gulf, would be 723 miles, and the saving of time would be 92 hours, or rather less than four days than by the route *via* Brindisi, Suez and the Red Sea. But where would be the great advantage for troops and passengers of such a saving when it can be only accomplished by going *via*

NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

JACOBABAD (UPPER SIND), 27TH AUG.

HIS HIGHNESS THE KHAN OF KHELAT is just now standing between two opinions. His councillors are advising him to break the treaty binding him to afford protection to the trade passing through his territories while on its way to British India, or that he be allowed to raise a duty on the merchandise as the subsidy of fifty thousand per annum is inadequate to defray the expenses that he has to undergo in having a force for that special work This is one opinion; the other is to stick to the treaty, come what may, trusting to the good services of the British Government. He has been so fickle of late that he has incurred the most serious displeasure of His Excellency the Viceroy. The unfortunate Wuzzeer who through his zeal and love for his sovereign, has been able to restore good government in Beloochistan, where once anarchy and strife were predominant, has again fallen into the bad graces of his master, for the simple reason of giving some wise advice. The Khan of Khelat is bound to make good any loss that merchants may incur while passing through his country, and it so happens that during the late anarchy seven lakhs of rupees worth of merchandise was robbed by the Brahooees while in rebellion. A little over five lakhs has been recovered from them, while the remainder must be made good by the Khan. This he declines to do. It is a fact that Major Harrison has been ordered to leave Khelat; this he has by late advices done, and has moved three stages away from Khelat. The Wuzzeer is with him. There is, I learn, a last chance offered to His Highness, and should he still persist and remain stubborn the Political Agency will move into British territories. How long will our Government bear up with the fast and loose play of the unprincipled monarch Khodadad Khan. The Government have acted with clemency long enough. Stop the subsidy and they shall see the Khan repent of his misdeeds. There are rumours afloat here which I am inclined to believe, but should like your Simla correspondent to confirm that Lord Northbrook will visit Jacobabad in November next, with the object of personally settling Khelat affairs and have an interview with the Khan. Some say that he will most probably stop the subsidy, as our Frontier field force should be capable of keeping the passes and roads free from bandits. If this be His Excellency's policy, I say it is excellent, and that it will prove in time to be the best. Jacob's castle is being thoroughly repaired, and will be by November in a fit state to accommodate His Excellency and staff. Sir William Merewether is expected here about the 15th October and will meet Lord Northbrook at Kusmore about the 5th November. It is hoped that His Excellency will make a better *job* (excuse the word) of it than Sir William.

The floods are abating and the threatened danger is now passed. The river will not rise again. The last fall is reported to have been four feet. It is hoped that the authorities will take necessary precautions for the next year and not shut the stables after the horse has already bolted, and may the Government make a better provision than eighteen hundred rupees in the next budget. I hear, but I don't believe, that a deputation had waited on the Political Superintendent, soliciting that measures be taken to save the city from danger when such danger did exist, which now fortunately is passed, and that they were asked to advance on their own account five thousand rupees which was latterly reduced to three thousand. Is it possible that the executives should have run out of funds? I don't believe it, and I write this for what it is worth. Mr. Charles Steele has taken six months' leave to recruit his health and is going home. I wonder if he is suffering from "*Civil Service on the brain*," or is it from nervous affection, the spleen or the liver. Mr. Steele is quite a young man, and it is hoped that the six months' change will do him good and bring him back quite strong enough to undertake his duties with fourfold vigour. Mr. McLeod, Deputy Collector, Shikarpore, has relieved him.

BARODA, 3RD SEPTEMBER.

ABOUT two or three days ago rumours were rife that a murder had been committed in the "camp." I, however, thought it would be better to wait a little ere assisting in the circulation of a sensational report. As the deceased belonged to their community, the leading Parsees of "camp" and city, waited on the magistrate. But the conclusion arrived at, at the inquest, seems after all the correct one. For, notwithstanding the investigation held for three days, by the painstaking Major Spens, nothing has transpired to show that it was not "an accidental death." Major Spens also telegraphed to Bombay for the assistance of Mr. Dhunjeeshaw Dadabhoy, one of the ablest members of the Railway Police Force. Mr. Dhunjeeshaw was not long in expressing his belief that the deceased had been drowned in attempting to cross a nulla when not in a state to do so. The accused were therefore discharged this morning.

RAJCOTE, 3RD SEPTEMBER.

AFTER nearly a fortnight's close and oppressive weather we had a copious fall of rain yesterday, which has cooled the atmosphere to some extent, and appearances indicate a repetition of the rain fall.

A meeting was held yesterday at the Agency to take into consideration and mature certain arrangements proposed for the formation of the long-talked-of Bhyad Court. Mostly the whole of the representatives of Chiefs of superior grade were present, but, strange to say, none of those regarding whose interests the meeting was convened were called upon to be present—probably the Political Agent assumed the position of Advocate of the Bhyad, and consequently no representatives were required.

The appointment of Judicial Assistant was created in June last, and as yet it would not appear that the duties and powers pertaining to that office have been made known by public notification or otherwise—consequently the public are in the dark as to the procedure that should be adopted in judicial matters;—it is therefore to be hoped measures will be adopted to supply the omission.

Mr. Jardine, Judicial Assistant, has gone to Maneckwarra to hold the third Criminal Sessions of this year at that place. The calendar of prisoners for trial is light, and the number of cases committed few. After disposing of the Sessions, Mr. Jardine goes to Jaitpore, to take the evidence of a host of female witnesses in the famous succession case now under investigation.

The young Chiefs and Princes under tuition in the Rajkoomar College will give a farewell entertainment to the Political Agent on the 5th. The affair, it is said, will come off in a magnificent style.

Now that the monsoon is approaching termination, it seems very desirable that speedy communication for passengers and goods between this and Wudwan should be opened up. The Postal authorities have it in their power to do so, by having a phaeton dawk placed, as was done between Panwell and Poona, before the opening of the railway. If the conveyance of the mails be let out on contract, on liberal terms, to some enterprising individual, it will be an inducement to amalgamate it with passenger traffic.

Although considerable progress has been made in the matter of roads, still much remains to be done. The roads already existing cannot altogether be called *pucka*, but they are passable enough. At present the following are the lines either made up or marked out:—

From Rajcote to Wudwan	.....	71 miles.
„ „ „	to Maneckwarra	37 „
„ „ „	to Gogo	114 „
„ „ „	to Burda Chowkee	79 „
„ „ „	to Jooria	44 „
„ „ „	to Jaitpore	42 „

There are no made roads to the important stations of Morbee and Vekanere. Perhaps Mr. Sumbhoo Parsad, Joint Administrator of the former State, has had the matter under consideration, but the result of that consideration is not apparent as yet.

Of local gossip there is not much, and what little there is, is not worth recording.

A correspondent in your issue of 28th ultimo wishes to keep secret for the present the reason why the 7th Regiment N. I. is to be added to the strength of the force in the province, but insinuates that your correspondent, alluding probably to myself, knows every thing—S. K. has paid me a high complement, but that will not tempt me to disclose. All I may say, however, is that there is no earthly reason whatever for the most addition to the present regular force, for is not Meea Ulvee Jemadar a host in himself?

Of all the hotels in the world, says the *New York Tribune*, the very oddest is a very lonely one in California, on the road between San Jose and Santa Cruz. Imagine ten immense trees standing a few feet apart and hollow inside; that is the hotel, neat, breezy, and romantic. The largest tree is sixty-five feet round, and contains a sitting room, and that bureau of Bacchus wherefrom is dispensed the thing that biteth and stingeth. All about this tree is a garden of flowers and evergreens. The drawing-room is a bower made of redwood, evergreens, and madrona branches. For bedchambers there are nine great hollow trees with bit washed or papered, and having doors cut to fit the shape of the holes. Literature finds a place in a leaning stump, dubbed "the library." If it were not for that same haunt of Bacchus, it is certain that the guests of this forest establishment would feel like nothing so much as dryads.

DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL.—In describing its unequalled efficacy in general debility, R. Dalton, Esq., District Medical Officer at Bury St. Edmunds, observes: "I have not the slightest confidence in any other kind. The effects of Dr. de Jongh's Oil are sure and most remarkable especially in that broken-down state of health and strength which usually precedes and favours tubercular deposit. I take it, and like it, unmixed with anything, as being the most agreeable way." Sold only in capsuled Imperial half-pints, Pints and Quarts, by all Chemists, Druggists and Storekeepers. Sole Consignees, Ansar, Harford and Co., 77, Strand, London.

THE ANALYSES OF THE WINES OF BOMBAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If particular individuals are aggrieved because of the way in which Mr. Harris has numbered the samples of clarets submitted to him for examination, might they not find comfort in the assurance that the numbering of the samples has nothing whatever to do with the chemical qualities of the liquors. The second table published by Mr. Harris shows the public very clearly what clarets they may purchase and what avoid. I fancy the numbering of the samples is only a matter that concerns the analyst himself, and that it was adopted as a convenience for easy reference, while the samples were numbered in the order in which they were brought in. D. S. Kemp & Co's. nine rupee claret stands first on the list, and Cutler, Palmer's 32 rupees claret stands No. 12. Anybody can see that this does not mean that Cutler, Palmer's claret is so far inferior to that of Kemp & Co. The claret of Cutler, Palmer & Co. is superior to that of Kemp & Co., though not with reference to the price of the two samples. Anybody can see this by referring to the last column in Mr. Harris' last table headed "Parts of absolute alcohol by weight to one part of acid." The difference between D. S. Kemp & Co. and Cutler, Palmer & Co. is 26·6 for the former, and 37·3 for the latter: this as to quality. The difference of price is quite another matter. Again, Payne and Co.'s sample of burgundy stands by itself as No. 13 in the list, but nobody would suppose this to mean that this is its proper place. This burgundy cannot be compared with the clarets nor the clarets with the burgundy; as I have said, it stands by itself. The very large proportion of alcohol which it contains is most remarkable, 82·2 parts of alcohol to one part of water is something for which many of our burgundy drinkers were not prepared.

I am anxious to see the promised analyses of our sherries, and hope to see good samples provided. Many a liver has been turned pale, and many more softened and otherwise damaged by this fashionable wine of our dinner tables. There must be something to learn about our sherries, and the sooner we learn it the better.

B.

A WILD BEAST FIGHT AT BARODA.

OUR Baroda correspondent writes on the 3rd inst.:—"I think I should give you an account of a combat between wild beasts, which the European residents of Baroda were invited last week to witness. First an elephant and a tiger were introduced to each other, but it was soon clear that the elephant had 'no stomach for the fight' and that the tiger was resolved to act on the defensive only. Other elephants were brought forward, but in vain did their *mahouts* urge them to 'try conclusions' with the rival jungle king of the feline species. One elephant, somewhat bolder than the rest, and perchance on friendliness intent, put out a foreleg towards the tiger, which surely misinterpreted the overture, for he responded with cat's kindness claw instead of paw and the elephant quickly withdrew, rather *hurt* by so sharp and ungracious a response on the part of stripes. The fight however between the rhinoceros and the panther was altogether another affair. Rhino bowled the panther over at each renewal of the conflict, and would—each time—have followed up his victory in his own savage fashion, but for the Maharajah's men. The panther must have experienced a strong sense of relief when taken back to his cage, far from his recent and formidable antagonist. Two rhinos were hard at it, when the sahib log made their parting salaam, longing for the enjoyment of their evening drive and dinner."

*** The Baroda felines are too much starved to show fight.—ED. *B. G.*

BOMBAY.

RAIN AT BROACH.—The fall of rain registered at Broach up till 1st inst. amounted to 40 inches.

POLICE COURTS.—The Police Courts were entirely closed yesterday on account of its being the Ganesh Chatoorthi holiday.

MUNICIPAL FINES.—On Thursday the Senior Magistrate disposed of a number of municipal cases, and the fines inflicted amounted to Rs. 100.

FATAL ACCIDENT.—A native child, who was accidentally knocked down by a cart on the 29th August, and was seriously hurt, died yesterday at the Jamsetjee Hospital.

THE RUSTOMJEE JAMSETJEE TESTIMONIAL FUND.—Up till Thursday Rs. 22,000 had been subscribed to the testimonial fund of the late Mr. Rustomjee Jamsetjee Jeejeebhoy.

LIBERATED SLAVES.—Three liberated slaves were received by the water police from the captain of the steam ship India and sent to the Mazagon Police office on Thursday evening.

BURGLARY.—The bungalow of Mr. V. J. Sunkersett, Tardeo Road, was entered by some thieves the other night; three cupboards were forcibly opened, and some money taken from them. Enquiries are being made by the police into the matter.

THE BHOWNUGGUR STATE.—It is reported that Captain H. L. Nutt, one of the Political Assistants of Kattywar, is likely to be appointed Acting Joint Administrator of the Bhownuggur State, during the absence of Mr. Percival on leave to Europe.

ACCIDENT.—A Hindoo lad, aged about fifteen years, named Soma Yessoo, whilst at work on Thursday at the Goculdas Spinning and Weaving Mills, Parell, had his neck accidentally cut by machinery. He was removed to the Jamsetjee Hospital.

THE BOMBAY UNIVERSITY.—The following examiners have been appointed to conduct the first examination for the degree of L. M., in connection with the Bombay University:—Drs. G. Y. Hunter, T. S. Weir, H. Cook, J. T. Gray, I. B. Lyon, W. Gray, Narayen Dajee and Mr. D. S. Kemp, F.C.S.L.

CONFIDENCE RESTORED.—The *Jam-i-Jamshed* states—"Last week public confidence had been shaken regarding several firms in Bombay, and fears were entertained for others; but it has since been restored. The rumour about loss sustained by one or two Anglo-Indian banks has proved incorrect."

A CASE FOR THE SESSIONS.—Mr. Nana Morojee, on Thursday, committed Sewram Khundoo for trial at the ensuing Criminal Sessions of the High Court, on a charge of stealing certain gold and silver ornaments, valued at Rs. 3,561, and Jadow Luxmon and Govind Rowjee for aiding and abetting in the commission of the offence.

SPINNING COMPANIES.—The *Jam-i-Jamshed* says—"Some of our Spinning Companies have made good profits during the past six months, and consequently the directors would be in a position to give good dividends to their shareholders. The others have gained nothing; while some have sustained losses. This is a result of good or bad management of the concerns."

THE NEW PARSEE SECT.—With reference to the new Parsee sect known by the name of "Shapoos," a correspondent of a native contemporary thus writes:—"The Shapoos pay great homage to foreigners, with the exception of Mahomedans, whom they treat with contempt. These people, like the Zoroastrians, pray while standing against the sun and near water. They never talk with any body bare-headed," &c.

USEFUL TRACTS.—Mr. Nanabhoy Rustomjee Ranina, the proprietor of the "Union Press," has done good service to native children in publishing two small tracts in English and Guzeratee, containing short sentences with a glossary of useful words, for the use of schools and families. One of the tracts contains illustrations of the objects intended for explanation. They are published at a nominal price in order to give them a wide circulation.

THE BROACH CRIMINAL SESSIONS.—There were in all three cases in the last Criminal Sessions at Broach, which commenced on the 27th August and terminated on the 29th. In one case the prisoner was transported for life; in the other, two of the prisoners were sentenced to rigorous imprisonment for four years each; and in the third, the prisoners were sentenced to rigorous imprisonment for six months each and to pay a fine of Rs. 500 each. The last case was the Kerwada widow marriage case.

WE regret to have to announce the death of Mr. Furdoonjee, the third son of Mr. Sorabjee Jamsetjee Jejeebhoy, at the residence of his father, Breach Candy Road. The deceased was quite a youth, being only twenty years old, and was of a very amiable disposition. He died early yesterday morning, and his funeral took place in the afternoon. The assembly of friends of the deceased and his family at the funeral was very large. Mr. Sorabjee Jamsetjee Jejeebhoy has the sympathy of the people of Bombay. Mr. Furdoonjee was suffering from typhoid fever of a bad type for a week before his death.

A COMPLIMENT FROM THE N. W. P.—Says the local gossip of the *Pioneer*, while expressing the hope that Mr. Lewis and his troupe will stay a day or two at Allahabad, "but perhaps for the peace of the place it is better he should not come here, for Miss Carry George (married, by the way) is dangerously delightful." Perhaps "Town Pump" would have expressed his meaning better had he said delightfully dangerous. He could well have afforded to bestow his approbation on all the ladies of the company—for they deserve it—and he might have done it thus:—"Mrs. Lewis is fair, fresh and exceedingly vivacious; Miss Julia Edouin (unmarried, by the way) has the grace of a gazelle and the sparkle of champagne; Miss Emma Rogers is pretty and amusing; Mrs.——" but "Town Pump" will see it all for himself when the presence of the dramatic corps in Allahabad puts him in the vicinity of dangerous delight.

ILL TREATMENT OF A POST-PEON IN CHARGE OF MAILS.—The Goa bandits during the last week ill-treated the bearer conveying mails between Canacona and Margaum and told him on this occasion that they will no longer see him employed on such an errand. The postal communication was interrupted for some days, and on the 22nd the bearer of the mails went accompanied by a military escort which had come to draw pay for the detachment stationed at Canacona. —*Gazetta de Goa.*

PHENOMENON.—A phenomenon was lately observed from Sanquelim, one that carries with it surprise and terror and leaves a field for speculation behind. On Sunday, the 10th of August, about seven in the morning, sounds were heard at first like distant claps of thunder and gradually becoming like discharges of artillery. A formidable column like an enormous tube of vapour, within a few minutes, spread over an extensive line of some miles through the hills of Azorim, Maulinguem, Gauntona, Arvalem, and Onda. It proceeded like a whirlwind, plucking up plants and pebbles, and emitting sparks and much smoke. Marks on some points are said to have been left on its passage.—*Gazetta de Goa.*

HIGH COURT.—7TH SEPTEMBER.

(Before the HON. MR. JUSTICE BAYLEY.)

SUMMARY SUIT.

389-72—Jefferson and Payne—Solomon Volkart and others v. Manekjee Cama—No appearance.

LONG CAUSE.

280-71—Dallas and Lynch—Aveychuidass Chuggondass v. Nurrotumdass Jaithabhoy—Leathes and Crawford. Part heard.

(Before the HON. MR. JUSTICE GIBBS.)

SHORT CAUSE.

396-72—Shapoorjee and Thacurdass—Cassum Hajee Mitha v. Jugga Ludha and others—Mody.

LONG CAUSES.

947-69—Acland Prentis and Bishop—Punalall Poonamchund v. Hurgopall Premsookdass and Shapoorjee and Thacurdass—Remington, Hore, and Langley.

591-70—Hope—Dawjee Suntoojee v. Pestonjee Furdoonjee and others—Leathes and Crawford.

604-71—Maunsty and Fletcher—Henry Grendon Tippett v. Meghjee Premjee and others—No appearance.

321-71—Craigie, Lynch, and Owen—Bai Meherbai widow v. Kh ja Akjhboy Somjee—Maunsty and Fletcher.

331-71—Mr. Hearn—The Secretary of State in Council &c. v. Hajee Kssa Hajee Fudla—Macfarlane and Shapsey.

373-71—Abraham—Shapoorjee Baijonjee v. T. G. Young—Keir, Prescot, and Winter.

375-71—Shapoorjee and Thacurdass—Ruttonsey Panchan v. Charles Saunders—Maunsty and Fletcher.

386-71—Craigie, Lynch, and Owen—Adamjee Oomerjee and another v. Vullejee Mossjee—No appearance.

398-71—R. A. Dallas—Gunnoojee bin Sookharam v. Sakharam Vithul S. and others—Leathes and Crawford.

413-71—Jefferson and Payne—Navibai, widow v. The Secretary of State in Council, &c.—Mr. Hearn.

415-71—Macfarlane and Shapsey—Hurgopal Premsookdass and another v. Hurivallubdass Oullandas—No appearance.

416-71—Jefferson and Payne—Ludwig Adolphus B. v. Zenool Abadeen—Craigie, Lynch, and Owen.

SHIPPING ITEMS.

THE P. & O. CO.'s s.s. GEELONG, 1,215 tons, Captain G. J. Babot, sailed yesterday for Aden and Suez, &c., with the following cargo:—256 bales wool for Liverpool, and 75 cwts. ivory for London.

THE s.s. J. C. STEVENSON, 1,225 tons, which left Calcutta 16th July last, bound to London via Suez Canal, with a large and valuable general cargo, including 6,684 chests of tea, is reported by letters to hand from Calcutta to have been totally destroyed by fire when off Lisbon.

THE B. I. S. N. Co.'s s.s. PUNJAB, 686 tons, Captain W. Starratt, arrived in harbour yesterday from Calcutta, August 13, with a general cargo and the following passengers:—Mr. and Mrs. Hallums and child, Mr. and Mrs. Clarke and child, Mr. Heath, and sixty deck passengers.

THE P. & O. CO.'s s.s. SURAT, 1,528 tons, Captain E. J. Baker, which arrived in harbour on the 5th instant from Suez, brought the following cargo:—1,578 packages merchandise, 1 package baggage, 1 bag doll, 2 packages ivory, 2 packages fruit, 4 boxes specie, 1 box notes, and 2 boxes pearls and specie. The following is the transhipment cargo for different ports:—For Hongkong—32 packages merchandise. For Galle—12 packages merchandise. For Shanghai—2,625 packages merchandise. For Singapore—230 packages merchandise. For Yokohama—120 packages merchandise.

THE B. I. S. N. Co.'s s.s. INDIA, 656 tons, Captain R. L. Turner, arrived in harbour on the 5th instant, from Bussora, August 20, calling at Bushire, Bahrein, Linga, Bunder Abbas, Muscat, Guadur and Kurrachee. She brought the following passengers:—Nawab Araphul Dowla Mirza Amjid Ally Khan Bahadur and family of 12 persons and 91 followers, deck, Mr. Forman, Captain Suffe, Mrs. Siiffe, and 2 children, Messrs. Maclean, Barrett, and Young, Captain Welman, Miss Green, Assistant Apothecary Whelan, 2 native women, 62 deck passengers and the following cargo:—From Baghdad—7 bundles specie, 4 cases indigo and 1 bag wheat. From Bussorah—10 bundles specie, 1 bag tobacco. From Bushire—54 packages medicine, 385 bales cotton, 6 packages species, 1 case silk, 25 carbo rosewater, 3 packages hides, 1 package seeds, 8 packages silk, 6 bags copper, 5 bales wool, 1 bale carpets, and 30 packages dates. From Linga—3 bundles shells, 12 packages fishmaws, 2 baskets fruits, 44 bundles dry fruits, 27 packages ghee, 35 packages assafœtida, 23 bundles cotton, 1 box earthenware, 5 bundles pearls and 6 bundles skins. From Bunder Abbas—11 packages gum, 4 packages tobacco, 163 packages assafœtida, 11 bags seeds, 1 bundle specie, and 3 baskets fruits. From Bahrein—13 packages pearls. From Muscat—1 bundle specie. From Guadur—1 bundle specie and 7 bundles wool. From Kurrachee—23 packages cotton, 1 package paper, 4 bundles ivory, 100 bags grains, 362 packages wool, 1 bundle silk, 26 packages indigo, and 55 bundles hides.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.			SEPTEMBER.	LOW WATER.	
Time.	Height.			Time.	Height.
H. M.	FT. IN.			H. M.	FT. IN.
1 36 m	5 4	Saturday 7		7 37 m	4 9
1 40 a	5 6			7 57 a	6 2
2 15 m	5 6	Sunday 8		8 13 m	3 3
2 9 a	4 9			8 34 a	5 11
3 5 m	4 4	Monday..... 9		8 55 m	2 5
2 39 a	3 3			9 14 a	5 4
4 0 m	3 9	Tuesday..... 10		9 46 m	1 4
3 21 a	3 0			10 1 a	5 3
5 1 m	3 4	Wednesday ... 11		10 53 m	0 7
4 20 a	2 2			11 21 a	5 0
6 41 m	3 5	Thursday 12		.....	.....
6 1 a	1 10			0 34 a	0 4
8 8 m	4 1	Friday 13		0 50 m	5 1
7 52 a	2 3			2 14 a	1 3

Moon—First Quarter, 10th, 6h. 53m. P.M.

LEGISLATIVE COUNCIL.

THE Council of His Excellency the Governor of Bombay will meet in the Council Hall, Poona, for the purpose of making laws and regulations, on Wednesday, the 11th instant, at mid-day.

BOMBAY FOOTBALL CLUB.

PUBLIC SCHOOLS V. THE WORLD.

THE return match between the Public School men and the World came off last night, and after many determined struggles on each side for the victory the game ended in a draw.

The School again sported red colours and the World yellow. In point of numbers the World had a decided advantage, but the School had a strong team of tried men, though it is only fair to mention that that valliant knight, Murray, a host in himself, was absent from the fray, as were also the "Rugby Ovals," the concave balls, which were quietly lying in the Custom-house, not having "passed" in time to be present last evening. The latter was a source of great disappointment to the Reds; however, they set to work with stout hearts and played most pluckily against odds. The World all through proved too *many* for them, and driving the ball repeatedly into the Reds' quarter caused them to make numerous touch downs. No "try" was obtained and no lucky "goal" made, Dame Fortune evidently having gone to see some of her friends off by the mail. All through the game the pace was fast and furious.

For the School, Peile the younger played brilliantly; Lushington kicked wonderfully; while Cassels, Hart, Yedbury, and in brief the rest did good service for the honour of their respective school. For the World, Tennent of course did great things, reading his shirt, or rather having it rent, for the sake of his side, and Forrest and Hewitt, who both played well did the same. Campbell and Hart also played in good form for the World. Some of the players would insist on getting on the off-side and kicking away at the ball, which is quite against the rule, as is also hacking we believe, though some of the members appear to forget that such is the case. The number of spectators was again large, and they appeared to take a lively interest in the game.

RELIGIOUS SERVICES.

FIFTEENTH SUNDAY AFTER TRINITY—8TH SEPT.

ST. THOMAS' CATHEDRAL.

7-30 A.M.—1st celebration of Holy Communion.
11 A.M.—Matins and Sermon, with 2nd celebration of Holy Communion. Hymns 161 and 348.
4-45 P.M.—Catechising.
5-30 P.M.—Litany.
6 P.M.—Evensong, Prayer, and Sermon.
Anthem—But the Lord is mindful of his own.
Hymns 317 and 342.
The offertories will be devoted as usual.

ST. JOHN'S CHURCH, COLABA.

7-30 A.M.—Holy Communion.
11 A.M.—Morning Prayer and Sermon. Hymns 302 and 307.
6 P.M.—Evening Prayer and Sermon. Anthem, "In Jewry is God known," &c. Hymns 304 and 279.
The offertories will be devoted as usual.

HOLY TRINITY CHURCH, SONAPORE.

7-30 A.M.—Holy Communion.
8-15 A.M.—Morning Prayer and Sermon. Hymns 2 and 338.
6 P.M.—Evening Prayer and Sermon. Hymns 275, 301 and 376.
The offertory as usual.

CHRIST CHURCH, BYCULLA.

7-30 A.M.—Holy Communion (celebration.)
11 A.M.—Morning Prayer with Litany, and Sermon. Hymns 191 and 163.
6 P.M.—Evening Prayer and Sermon. Hymns 160, 320, and 324.

BAPTIST SERVICES.

7-30 A.M.—At No. 15, Middle Colaba.
6 P.M.—At No. 38, Byculla, opposite Treacher and Company's premises, west side.

HARBOUR AND PARELL.

Divine Service on board H. M. S. Auckland, Bombay Harbour, 10-30 A.M.
Divine Service at Reading Room, Parell, 6-30 P.M., Madras time.

BAPTISM OF THE GRANDSON OF THE LAST MOGUL EMPEROR.

DEAR SIR,—I have the pleasure to send you the enclosed extract from the *Church Missionary Intelligencer*, for July 1872, giving an account of the baptism of a grandson of the last Mogul Emperor, by the Rev. J. G. Deimler of Bombay. It will, no doubt, be an incident of great interest for many of your readers:—

"The young man I baptised is Mirza Sulaiman Ali Ghor, a grandson of Bahadur Shah, late king of Delhi, and at this time, to my knowledge, the nearest male relation in India of that royal house. At the time of the Mutiny he was about nine years of age. At the recapture of Delhi his mother, Begum Zinat Nisa, drowned herself in a well, with his little sister. His father was Mirza Faqra Wali-Ahad, or heir-apparent to the throne, who died a couple of months before the mutiny. Mirza Sulaiman was taken captive, with his brothers and his grandfather, to Rangoon, and was kept as such for the period of twelve years. On being released, he returned with his brother Mirza Ali Ashkar to Calcutta. He used to receive a pension of Rs 50 per mensem from the Government; but owing to his brother absconding from India, his pension was con fiscated by Government, which a petition on his part to Government failed to reprocure. Dissatisfied and without means, he left Calcutta for Bombay, intending to proceed to Mecca and Contantinople, with the hope of meeting his brother. Here in Bombay, after he had been on several occasions our vehement antagonist in street preaching, he came to our house, and soon remained here for instruction. For some time he tried to support himself by repairing watches, which trade he had learned in his captivity; however, it proved insufficient, and we had to support him. In Rangoon he had become acquainted with the New Testament, and here with us he showed by his walk and conduct, steady attention to God's Word, and his amiable disposition, the sincerity of his desire to become a Christian. Thus, after due instruction during a few months, I baptised him in December last. I trust God will give him the grace to live and die a true Christian, and to attain, after this life full of vicissitudes, a crown of life which fadeth not away. There is something melancholy in this story, and humanity is touched with pity about this young, poor and hapless scion of the once famous imperial house of Tamerlane and Akbar. However, in this picture a golden star of hope is glittering, the name of which is—faith in Jesus Christ. Mirza Sulaiman is very desirous to receive education, and attends the Robert Money School; but having no means whatsoever, I have to support him. I think he ought to petition Government again for a pension, the granting of which would bring him and us out of the difficulty. Should any friend of the Mission feel inclined to help us we shall be very thankful."—*Pioneer.*

INDIAN ITEMS.

THE Madras Government have sanctioned the offer to the Calastry Zemindar, of a further abatement of Rs 5,500 from his peishcush on account of relinquishment of Moturpha-tax in his estate in the Nellore district. The total abatement will thus be Rs. 13,000 yearly if the Zemindar accepts the offer.

EXTRAORDINARY SUPERSTITION.—We see it stated that in consequence of a report current in Rampore Beauleah that a snake 150 hands long had been drowned in the Ganges, and that, the water being thereby poisoned, Government had forbidden all persons to drink or use in any way the water of the river, the people of that town abstained for three days from using Ganges water.

CHOLERA.—Reports have reached us of very serious mismanagement in the treatment of the "married" cholera camp sent from Meean Meer to the Shalimar gardens, near Lahore. The camp was furnished with neither tents nor common necessaries, the consequence being that the women and children had to sleep on the marble floors. Cholera, as might have been expected, reappeared, and would probably have appeared had it not been already in existence. The camp has been again moved, but the disease still clings to it.—*Englishman.*

DEATH BY DROWNING.—On Saturday morning last one of the boarders of Bishop Cotton's School, who was about eighteen years of age, went out to bathe in a tank in the neighbourhood of Morrison's farm with three others. All at once he was observed to call for help and then sink to rise no more. Ultimately two or three fishermen from the Pettah were employed with nets, and the remains of the unfortunate lad were then brought up in a very short time. The burial took place on Sunday morning, and was very numerously attended, the Revd. Dr. Pope who officiated on the occasion, being evidently much affected. —*Bangalore Herald.*

THE IRON TRADE.—We understand that Messrs. Jessop and Co., of this city, have issued a circular to their constituents on the present high rates for iron. They point out that "the present rates for plates and bars are little less than 70 per cent. higher than the prices ruling twelve months ago, and the state of the market is such that manufacturers absolutely decline to bind themselves, either to time or price, in the execution of indents. Whereas buyers are eager to purchase, even at the high rates prevailing, holders are disinclined to sell, having existing probabilities in view. "The influence this has already exerted upon the trade is being extensively felt on this side, and its effects are experienced to an increasing degree daily, resulting in a growing disinclination to sell on the part of holders, and a general feeling of apprehension with regard to the obtaining of future supplies.—*Indian Daily News.*

DISGRACEFUL PROCEEDINGS AT MR. MAYNE'S FUNERAL.—Enough time has elapsed to let me speak of Mr. Maynes funeral. It was deplorably mismanaged. As the cortége approached the cemetery it seemed as if an orderly and somewhat imposing ceremony were about to be performed. A police official on horseback preceded the coffin, and following it were the carriages of the chief mourners and what, in the distance might have been mistaken for a crowd of natives following with respect and sadness the remains of a deservedly popular officer. But at the bridge it became a very different spectacle. When the police official aforesaid had dismounted to superintend the taking out of the coffin from the hearse, and the mourners had left their carriages, the crowd of natives disintegrated into a mob of racing grinning *mehters* and children. It was simply the scum of the bazaar enjoying a *tamasha*, and the naked, noisy beasts were allowed to scamper past the Europeans waiting respectfully at the gate for the corpse to pass, to clamber into the cemetery and, as if hurrying to a cock-fight, to make off towards the grave, trampling, as they went, upon the other graves that lay between. The service commenced—I myself saw grinning and whispering going on at the time—and when the moment arrived when it is the custom for the relatives and intimate friends of the dead to drop earth kindly upon the coffin, a dozen natives—ordinary bazar *mehters* and their filthy children—scrambled for pebbles and mould, and flung handfuls over each others' heads in the direction of the grave. Within a yard of me a grinning coolie scraped up a handful of rubbish and threw it over the native in front of him, and when the other turned round angrily grinned more than ever, and was joined in his merriment by such of his friends as saw the frolic—and this too while in Mr. Stephenson's clear voice were rising the words "ashes to ashes, dust to dust" over the corpse of Mr. Mayne! The man we were burying was the most popular, and one of the highest officials in these provinces, and such a scene at his burial was a disgrace to us.—*Pioneer.*

MR. CAMPBELL ON SLOVENLINESS IN OFFICIAL OBSERVANCES.

GENERAL,—CALCUTTA, 22nd August.

1. THE Lieutenant-Governor has, on one or two occasions of his visiting, on his last tour, various districts and places, noticed what he must call, as compared to the practice of other parts of India, a certain slovenliness in respect of common official observances. He is quite aware that in these provinces the official appliances of horsemen and the like, which are at the disposal of high officers of Government in other provinces are wanting, and he is very far from attributing a too high importance to pomp and ceremony. Still he thinks that a too extreme neglect of all official appearances is a mistake in India. And be that as it may, he is most strongly of opinion that when the head of the Government, or when heads of departments make official visits of inspection, they should have the amplest opportunity of inspecting and dealing with the various departments subject to their control in the presence of the local officers. In no other part of India with which the Lieutenant-Governor is acquainted, would it be possible that the head of an administration should have occasion to suggest this. On the contrary, it might rather be said that too much preparation is made for official visits, and high officers have little opportunity of seeing things otherwise than at their very smartest. This last evil certainly does not occur in Bengal. But the Lieutenant-Governor's first experience on his present tour has seemed to him to indicate that some officers may go so far to the other extreme that he has thought it necessary to call attention to the matter.

2. The Lieutenant-Governor's yacht has been anchored at Berhampore for the last three days. He had repeatedly expressed his wish to see the city of Moorshedabad, and the offices and institutions connected with it,—and had finally arranged that he should land this morning at the sub-divisional office five miles distant from Berhampore, and thence visit the city, before proceeding up the river on his tour. He was accompanied by the Commissioner of the division, who is travelling with him in his yacht, and was met by the sub-divisional officer. But it seems never to have occurred to the Magistrate of the district, to whom the Lieutenant-Governor himself mentioned his intentions, that it was any business of his to meet the Lieutenant-Governor, and show him the city and offices. The district Superintendent of Police did not appear, and probably had not been informed of the Lieutenant-Governor's visit. An inspector of police is in superior police charge of the city, and lives there; but though the Lieutenant-Governor spent a considerable time in the city, and visited several institutions, the inspector was not seen or heard of. When the Lieutenant-Governor visited the principal police station, the sub-inspector in charge was found to be absent; and it can only be said that owing to the want of preparation the Lieutenant-Governor had the opportunity of seeing in its natural guise one of the most slovenly police posts that he has ever had the pain of seeing in any part of India. Throughout the Lieutenant-Governor's visit, besides the sub-divisional officer, alone and unattended, no local officer of any kind attended or met him except at one only that energetic and successful servant of the public, Baboo Ram Gattee Banerjee, Manager of the Nulhattee Railway, who is not now under the Lieutenant-Governor's orders.

3. The Lieutenant-Governor has spoken upon this subject to Mr. Lef. Robinson, the Officiating Commissioner, Rajshahye Division. Mr. Robinson expresses great regret that he did not know that the Lieutenant-Governor wished for the presence of the officers of Government, for if he had known, they would have been ordered out. He also pleads precedent, for he knows that when the last Lieutenant-Governor visited, the Magistrate did not go down; and, in fact that it is not the custom. The Lieutenant Governor is willing to accept this excuse for the individual officers. The magistrate was active and attentive during the Lieutenant Governor's visit to Berhampore, and no doubt both he and the District Superintendent of Police would have been down to the city if they thought they were wanted. But it is because the omission seems not to be wholly the fault of individual officers, that the Lieutenant-Governor deems it necessary to draw the attention of the officers of this Government to the subject, and to beg that so far as the means at their disposal, and the convenience of the public service will admit, they will try to maintain on occasions of inspection something of the official observance common in other parts of India.

By order of the Lieut. Governor of Bengal,
J. WARE EDGAR,
Offg. Jr. Secy. to the Govt. of Bengal.
Calcutta, the 23rd August.

HODGE IN THE NORTH-WEST.

IT would be a curious sight if one of the *Indian Economist's* agricultural capitalists could be placed before the Financial Committee of the House of Commons, and made to give a full and intelligible statement of his means, habits, and general position. A holding of about three acres

render references to Government on matters of detail less frequent and more easy, when necessary, by the free circulation of lithographed copies of these type drawings.

42. The system of accounts and audit still appears to give the Engineers much trouble and annoyance, and to take up more time than is desirable. I cannot, however, ascertain that there are any real or tangible difficulties capable of a practical solution; moreover, I find that the difficulty varies much with the Deputy Controller. It is evident that the auditing officer who acts up strictly to the letter, rather than the spirit, of his instructions, may have it in his power to be obstructive and create difficulties, but on the other hand too great flexibility in matters of audit may lead to serious abuses.

I think it will be well to call upon the Engineers-in-Chief of all the railways to state the practical difficulties they have experienced in the system of accounts and audit, and to offer suggestions as to best mode of remedying them. A mixed commission, under the presidency of the Accountant General, might then consider these questions, and report whether the difficulties are real and whether a practical solution of them is feasible.

43. The contract system requires to be tested by experience. Hitherto it does not appear to have been altogether successful on guaranteed railways in India, but the contractor's employés can enjoy so much more liberty of action than it is possible to accord to Government officials that the contractor ought to execute works at rates which will give a very good margin of profit on the estimates of the Government Engineers for carrying out the work departmentally. Some of the State Railways are now being excuted departmentally, others by contract; and it remains to be seen which is the best.

The character of the contractors whose tenders have been accepted for the construction of some of the State Railways affords a prospect of satisfactory results.

44. The decimal system of weights and measures advocated by General Strachey having been introduced on the State Railways, I think it should be made complete by the introduction of the decimal sub-division of the rupee.

45. The gauge adopted for the majority of State Railways is one metre (or 3 feet 3⅜ inches) with restricted loads and speed; but on some short lines which are isolated from the narrow gauge system, or which are likely to be worked by the agency of existing railways, the standard gauge of 5 feet 6 inches has been adopted.

The introduction of a narrow guage for the State Railways was determined before I arrived in India, and I was informed that its adoption was a question that had been settled and was not to be reopened, nor do I see the utility of reopening it.

It is a very wide question, on which much may be said on both sides, and which, to investigate thoroughly in all its bearings, would take more time than I can spare. I am prejudiced in favour of neither gauge. On one occasion I have recommended the adoption of the narrow gauge, when I thought it desirable, and, in another instance, I have strongly opposed its introduction when I thought it unnecessary. I neither agree with those who consider the narrow gauge little more than a plaything, nor do I sympathise with those who attempt to give it a fictitious value and importance, and to assert its superiority over the ordinary gauge. I have on a previous occasion stated my opinion that I consider a break of gauge is a very serious evil, and that it should be avoided, if possible, but that a break of gauge is better than no railway at all.

Whether the large extension of State Railways in India is owing to the economy of the narrow gauge, or whether a decision adverse to a change of gauge would have put a stop to many of the railways that are now in progress, are questions I am not at present prepared to answer. But having adopted the narrow gauge, the more it is connected and extended into one large system the less will the evils of break be felt.

Traffic Managers in England reckon a break of gauge as equivalent to 20 miles of carriage, and charge it as such in the interchange of traffic with other companies; but I do not think that the disadvantages of a break of gauge are fully represented in this charge.

The saving in first cost of construction between a narrow gauge line and one of the standard gauge is not large, provided that the line and rolling stock in both case are designed for light wheel loads and restricted speeds. Still the narrow gauge will, doubtless, be the least expensive. The greatest difference will be in the sleepers, and the permanent way forms a considerable portion of the expense in the majority of Indian railways. But the question naturally suggests itself, if the adoption of light railways be really necessary, why not avoid the acknowledged and serious objections to a break of gauge and adopt lines of the standard gauge designed for light rolling stock and slow speeds.

There are difficulties in such a course, which are not at first apparent to a casual observer; for, though the gauge remained the same, the break in the traffic would be practically almost as complete as if there were two different gauges; otherwise, unless the reparation of stock be strictly maintained, the heavier stock of the ordinary railway will soon break up the permanent way and destroy the structures of the lighter line. Moreover, if there were no change of gauge, it would be impossible to prevent the gradual creeping in of innovations, which would be attended with serious results; nor would vehicles, designed to give the *full* advantage to the light principle on a standard gauge, be suited to the stations or bridges of an ordinary line.

If the very light principle be admitted as an absolute necessity, the narrow gauge is, in my opinion, the best. The only manner of avoiding a break, even with the same gauge, would be to have introduced into all existing railways a rolling stock designed for light wheel loads and slow speed, and to such a measure there are almost insuperable difficulties. Were all the railways in India State Railways the case would be different. A partial measure is sometimes adopted on the light lines of the 4 ft. 8½ in. gauge of England by means of a barrier, which will exclude the engines, but not the carriage and waggon stock of the heavier line from entering the lighter line; but the stock of the Guaranteed Railways would entail a heavier wheel load and a longer wheel base than those adopted on the State Railways.

The extreme advocates of the narrow gauge system have endeavoured to prove that the narrow gauge allows less dead load, in proportion to the load carried, than the standard gauge; but this is obviously a fallacy, and, in arriving at such conclusions, statistics of the performance of engines and vehicles purposely designed for slow speeds has been contrasted with those designed for high speeds, and in some cases the performance of stock designed for dense heavy freight and mineral loads have been compared with that designed for light or average freights.

The narrow gauge has doubtless the advantage, with respect to dead load, in heavy mineral traffic, but the broader gauge has the advantage in light bulky agricultural produce; and as the latter is more common in India than the former, I consider that the broad gauge in this respect has the advantage, and this has been shown in the attempts on the guaranteed lines to enlarge their waggons and increase their wheel base so as to take the maximum load that the axles can bear without injury. On the other hand, the advocates of the broad gauge urge that the capacity of the narrow gauge waggons is so small that it must necessarily exclude traffic of a bulky description; this, however, is an error: the capacity is sufficient for everything, with the exception of some bulky articles, such as large boilers, &c., which are almost unknown in Indian traffic.

The narrow gauge will suffice for all ordinary traffic, and for the transport of artillery and siege guns and military equipment. By the adoption of slow speeds a proportionally greater width of vehicle is possible than with high speeds.

The width of vehicle in the metre gauge being 6½ feet, whilst in the 5 feet 6 inch gauge it is seldom greater than 8 feet, although with slow speed this width might be extended to 11 feet without difficulty.

46. The speed on the narrow gauge is restricted to 15 miles per hour.

47. The load is restricted to four tons per axle in carriages and waggons, and six tons per axle in engines.

48. The minimum curve is 339 feet radius; but this has only been adopted in stations and in those ghaut lines where such curves are necessary to save works. I have thought it desirable to introduce a minimum length of 100 feet of straight between the tangent points of all reversed curves on the main line, as otherwise either a portion of the curve must be without super-elevation of the outer rail, or else the transition of super-elevation from one side to the other will be so sudden as to be dangerous.

49. The ruling gradient in very flat districts is 1 in 300; in undulating districts it is 1 in 100; and in ghaut districts 1 in 40; and between Jhelum and Rawul Pindee this will be increased to 1 in 30.

At the crossing of the Sutlej, or the Indus Valley, I have thought it desirable to increase the gradient to 1 in 100, although otherwise the ruling gradient on that district will be 1 in 300. This alteration has been made with the view of saving heavy approach embankments exposed to the action of the flood-water of the Sutlej. If necessary, local assistance by pilot engines may be afforded to the trains on this exceptional gradient.

Whatever ruling gradient may be adopted, it is desirable to save as much work as possible by its general adoption, providing always that a length of level not less than 200 feet be allowed between the opposing gradients to prevent undue stress on the couplings, and save wear and tear in the rolling stock.

50. Were the State Railways the only railways in India, I should be disposed to adopt cylindrical wheels, and give no cant to the rails; but it is very probable that we shall require to lay a third rail on many of the existing lines of railway which have canted rails; it becomes necessary then to adopt a coned wheel as the destruction of tires and rails would be serious were cylindrical tires to be used on canted rails, for these reasons the adoption of a rail with a cant of 1 in 20 is necessary.

51. The section of rail originally adopted was the flat-footed or "Vignoles rail" of 36 lbs. per yard. I have thought it advisable to recommend that the weight should be increased to 40 lbs. Against this increase it has been urged that on the Norwegian Railway experience has shown that a 36-lb. rail suffices, though the loads and curves are rather worse on that line than in those adopted for the State Railways; but I think that the two cases are not exactly parallel. Norway is a cold climate, overcast and damp, and though hot in the summer, the heat cannot be compared in intensity or duration to that of India: in the one case the hot weather lasting only a few weeks, and in the other for the greater part of the year. The mean annual temperature of Norway is about 44° Fahrenheit, whilst that of India is about 80°. I have observed that when the rails are heated in the sun in India a heavy grinding action between the tires and rails takes place, which, however, passes off in overcast or rainy weather; and this will necessarily affect the wear. Colonel Hyde has kindly consented to undertake some experiments for me to determine the intensity of this action.

The approximate weight of permanent way and fastenings per mile as at present adopted is as follows:

	Tons.
Rails	52·34
Fish plates	1·83
Fish bolts	·70
Fang bolts	1·14
Spikes	1·40
Total...	58·41

(See Proc. S. R., No. 7, October 1871.)

52. The Government should adopt a complete system of registration of the life of rails in connection with the names of the manufacturers.

53. On the ghaut inclines steel rails will be adopted, and, I think, it will be well for future guidance to lay down an experimental portion of steel rails alongside iron to discover the relative economy of steel and iron for *ordinary* use.

54. The proportional use of spikes and fang bolts is a subject requiring the test of experience. In my original drawing of the permanent way I showed fang bolts next to the joints with intermediate fang bolts near the middle of the rail, and the remainder of the fastenings, spikes. In Europe, as a general rule, a smaller proportion of fang bolts is used, and in Ceylon I adopted spikes alone, except for the joints. But there is a marked difference between the climate of Europe and even that of Ceylon when compared with India, which affects this question. In India the sleepers are exposed to the action of a dry heat which warps and rends the wood and impairs the tenacity of the spikes.

Even in the chair of the double-headed rail it is found in India that the spikes are very liable to become loose and draw, although the chair system has advantages which the Vignoles rail does not possess: the strain on one spike is transmitted to the other (which is not the case with the Vignoles rail). Moreover, the action of leverage of the rail on the spikes is less. And, although I should not hesitate to spike from joint to joint in Europe, I doubt whether it will be altogether prudent to do so in this country; otherwise I should prefer spikes as a fastening: they are not only less costly in the first construction, but much less expensive and troublesome in maintenance.

55. The adoption of a rolled iron shoe to give the cant to the rail and save an additional half inch to the thickness of the sleeper was proposed by me, but General Strachey finds the expense of these shoes so great as not to be commensurate with the advantage to be gained by their use. I think, however, that it will be well to have some shoes sent out to test their merits by experiment.

56. Ibbotson's steel clips were originally proposed instead of fish plates, but I thought it undesirable to adopon a large scale an invention that had not been proved by the test of experience, more especially as there appeared to me to be practical difficulties in the manufacture which would render it doubtful whether the perfect fit so necessary in a fish plate could be insured. The supply of these clips has, therefore, been stopped, but those which have arrived have not proved to be so satisfactory as to induce me to recommend an extension of the experiment.

57. Some Desbriere's collars have also been sent out for use on curves, but they appear to me objectionable on account of the diminution of adhesion which they entail, as they diminish the adhesive length of the spike in the sleeper by at least an inch; and I think that in this country all the adhesion that it is possible to obtain will be required.

58. Safety rails, as a general rule, I consider to be objectionable, especially with the flanch rail, as the space between the rails is liable to be filled up and to cause the flanch to mount the rail. When they are absolutely necessary they should be for a short length only and subject to careful observation.

59. Steel crossings are the best for high speeds and through traffic, and chilled iron crossings for low speeds and moderate traffic, and as the latter will be the normal conditions of the State Railway traffic, I recommend the adoption of chilled crossings throughout. There is a little more jar on these crossings than on those made up of rails, but on the whole I prefer them.

The switches and "stock rails" should be of steel.

60. The ballast varies much in different localities. Gravel, kunkur, broken brick, burnt clay, and broken stone will be used on the different lines. On the Indus Valley, when there appears to be the greatest difficulty in obtaining ballast, it is proposed to use sand with a covering of burnt clay, if sand can be obtained sufficiently coarse for that purpose.

61. The sleepers adopted for the narrow gauge are—

6 feet long by 8 by 4, or 6 feet long by 8 by 4½.

the average number of sleepers will be about 2,000 to the mile.

Arrangements have been made with the Forest Department for a large supply of deodar for the Rajpootana and Punjab Northern, and a portion of the Indus Valley Railways.

The supply of the Indus Valley will probably be as follows:

Deodar already contracted for ...	50,000
Ditto to be supplied from Beas or Sutlej ...	3,00,000
Babbur from Sind Frontier ...	3,00,000
Creosoted pine from England ...	2,00,000
Deodar from native contractors ...	2,50,000
Total ...	11,50,000

The arrangements for the Rajpootana line are as follows

Now at Delhi			1,30,000
To be delivered at Agra, May 1872 ...			1,80,000
Ditto	ditto,	February 1873 ...	2,00,000
Ditto	ditto,	April 1873	50,000
Ditto	ditto,	January 1874	1,00,000
Total ...			6,60,000

(See Note of Colonel Trevor, 11th December 1871.)

The Punjab Northern Railway is now provided with the sleepers required between Lahore and Jheium.

The Holkar Railway will be chiefly sleepered with creosoted pine.

The Carwar Railway will be sleepered with teak from the forests through which it passes.

Teak and sal are for the most part too scarce to be used for sleepers, except in a few localities; but when teak can be used, I prefer it to any other wood. Deodar will be used more largely than any other timber. It is a good wood, but I am doubtful about its durability when exposed to damp.

The sleepers on the Rajpootana Railway are not of a first class character, as some of them are showing signs of decay before they are laid in the road; on the other hand, in the almost rainless district of Mooltan, sleepers of this timber taken up after ten years' wear appear to be perfectly sound.

The utilization of chir sleepers demands attention, but I cannot recommend its use unless impregnated. The use of most of the jungle timber on the guaranteed railways appears to have resulted in failure. Of the imported sleepers, I believe that creosoted pine will be found to be the most economical on the whole.

62. The Australian gums are, as a rule, objectionable from the weight.

I have tried Jarrah, but found it unsuitable on account of its tendency to warp and split.

I have not used Johore teak on a large scale, but it is ineligible on account of its liability to split, even if its weight and cost did not preclude its use as a sleeper.

63. Some systematic register respecting the life of sleepers is required, as the information that such a register would afford will be most valuable in railway maintenance and extensions.

64. The weight of sleepers 6 feet long will be approximately as follows:

	8" × 4		8" × 4½	
	Weight of sleeper.	Weight per mile.	Weight per sleeper	Weight per mile.
	lbs.	Tons.	lbs.	Tons.
Sál	73	65¾	82½	73½
Teak	56	50	63	56¼
Deodar	44	39½	50	44½
,, creosoted ...	58	52¼	66	59
Chir	40	35¾	45	40
,, creosoted ...	56	50	63	56½
Creosoted pine, from ...	50	44	55½	49½
,, ,, to ...	56	50	63	56½
Jarrah	71	63	79½	71
Johore teak	93	83½	105	93½

65. My experience is unfavourable to the impregnation of sleepers by sulphate of copper, chloride of zinc, or sulphate of iron, and similar chemical substances, and the impregnation by such fluids has not been brought to sufficient perfection to recommend itself to general use; creosoting is the only thoroughly successful method of impregnation, but then it must be thoroughly performed, the sleepers being first well dried then subjected to a vacuum and the liquid forced in under pressure. Partial creosoting is worse than useless. (See Proceedings, S. R., No. 6, September 1871.)

66. Iron sleepers have not as yet been adopted on the State Railways, as I know of none which are altogether satisfactory; cast-iron sleepers are, as a rule, too heavy, and are liable to fracture if light, and wrought-iron sleepers, in order to bring their weight and cost within reasonable limits, must be of such thin metal that oxidation affects them seriously.

I prefer Mallet's transverse buckled wrought-iron sleepers to any I have seen, and it may be well to try some as an experiment.

[To be continued.]

RETURN OF SIR SEYMOUR FITZGERALD TO HORSHAM.

Sir Seymour Fitzgerald was very warmly received by his old friends and neighbours at Horsham on the evening of August 10. At the railway station a large concourse assembled to meet the ex-Governor of Bombay on his return from India. He was received with cordial cheering as the train arrived at the platform, and on his ascending the steps he was heartily greeted by all, the town band appropriately playing "Auld Lang Syne." Sir Seymour then proceeded to the waiting-room, when the following address from the inhabitants of Horsham was presented by Mr. W. Lintott, jun:—

"To the Right Hon. Sir Wm. Robt. Seymour Vesey Fitzgerald.

"The parishioners of Horsham have the honour and sincere pleasure of congratulating you, their friend and fellow-townsman, on your return home from the arduous post of Governor of Bombay, and to offer you their most cordial welcome on the occasion.

"This would have been their pleasing duty under any circumstances, after an absence of five years—the more so after your having filled such a high position with so much honour to yourself and advantage to your country.

"They trust that nothing may happen (even in the way of public duty) to prevent your residing amongst them again for many years."

Sir Seymour Fitzgerald said he was quite unprepared for such a cordial welcome, and still more for the compliment paid him in the address. At the time of his most arduous duties he always looked forward to the period when he would again be among his Horsham friends (cheers). He hoped he should alway be among them, fulfilling the duties which he had years before. While he was engaged in his most important duties in India he always felt that the success he had achieved was due to his Horsham friends who had first brought him into public life, and he had always had reason to thank them for it. He was quite unprepared for such a reception, but still as he would have many opportunities of seeing them again, he hoped they would excuse a long speech. He was glad to see so many old friends, and also to notice they did not appear much older than when he last saw them. He was determined to spend his life with them now. (cheers.)—*Overland Mail.*

DR. LIVINGSTONE AND SLAVERY.

TO THE EDITOR OF THE "TIMES."

Sir,—In the extracts from a letter to Mr. Braithwaite, published in *The Times* of the 13th, Dr. Livingstone has kindly attributed to me the credit of an act which belongs to the late General John Jacob. The abolition of forced or statute labour in Scind, to which I have no doubt Dr. Livingstone alludes, was notified by General Jacob in a proclamation which he issued while acting for me as Commissioner in Scind in 1854. There was no difference of opinion between us as to the iniquities of the system, for it was, in reality, little better than predial slavery, and we were entirely agreed as to the necessity of putting a stop to it, on economical grounds no less than from consideration of humanity. Its abolition was simply a question of time and arrangement. We were engaged in devising a scheme for its abolition, when I was compelled by ill-health to leave Scinde, and during my absence the proclamation declaring the system to be no longer legal was issued by General Jacob as officiating commissioner. On my return I had only to approve what had been done and organize a system of free labour for public works in the stead of the old system of statute labour.

These particulars were, of course, unknown to Dr. Livingstone, but I feel it due to the memory of an old friend now no more to record the share he had in a work to which Dr. Livingstone refers.—I am, Sir, your obedient servant,

H. B. E. Frere,

Wressil-lodge, Wimbledon-common, Aug. 14.

PROROGATION OF PARLIAMENT.

Saturday, August 10.

Parliament was prorogued by Commission with the usual formalities, which are but few, and not very imposing. A small crowd had collected in Palace Yard at half past one o'clock, in the expectation of seeing some of the leading members of both Houses; but there was not much excitement about the exterior of the Palace of Westminster, and nothing could have been less exciting than the proceedings within.

The Lords Commissioners, arrayed in their peers' robes, entered the House at two o'clock. They were the Lord Chancellor, Earl Granville, the Marquis of Ailesbury, the Earl of Kimberley, and the Bishop of London. When the Lords Commissioners took their seats in front of the throne there were just three peers in the body of the House. Eight ladies occupied places on the opposition side, and there were several other ladies in the seats outside the bar and in the strangers' gallery. In response to a summons from the Lords Commissioners, the Speaker, and some forty or fifty members of the House of Commons, appeared at the bar, and the Royal Commission having been read, the Royal assent was given to a number of Bills, amongst them the Licensing Bill, the Mines Regulation Bill, the Public Health Bill, and the Military Forces Localisation (Expenses) Bill. Earl Granville then read

The Queen's speech.

My Lords and Gentlemen,—The time has now arrived when you may properly relinquish the performance of your arduous duties for a term of repose which has been honourably earned by your devoted assiduity.

I rejoice to inform you that the controversy which had arisen between my Government and the Government of the United States, in consequence of the presentation of the American claims for indirect losses under the Treaty of Washington, has been composed by a spontaneous declaration of the arbitrators entirely consistent with the views which I announced to you at the opening of the session. In concurrence with your action on the part of the United Kindom, the parliament of Canada has passed the Acts necessary to give effect to the treaty within the Dominion. All the arrangements contemplated by that instrument are, therefore, now in progress; and I reflect with satisfaction that the subjects with which it has dealt no longer offer any impediment to a perfect concord between two kiudred nations.

Since I addressed you at the commencement of the session I have received from the Government of France the formal notice which would bring to an end the Commercial Treaty of 1860. That Government however, has indicated a desire for further communications. In any correspondence on this subject I shall be guided by an earnest anxiety to secure attention to the just claims of my subjects, by the friendly feeling which has so long united the two countries, and by my conviction of the moral as well as material benefits to be derived by each from a free intercourse between them.

I have had great satisfaction in concluding with the Emperor of Germany a treaty, in conformity with the provisions of the Act of 1870, for the mutual surrender of fugitive criminals. I am engaged in framing similar arrangements with other Powers.

My Government has taken steps intended to prepare the way for dealing more effectually with the slave trade on the East Coast of Africa.

I have cheerfully given my assent to an Act of the Legislature of the Cape Colony for the establishment in that colony of what is now generally known as responsible Government.

Gentlemen of the House of Commons,—My acknowledgments are due to you for the ample provision which you have made for the varied exigencies of the public service.

My Lords and Gentlemen,—Although the wants and expectations of the country seem to outstrip every effort of Parliament in its career of legislative improvement, I notice with satisfaction the main additions which you have been enabled to make during the present year of our laws.

The Act having reference to outrages upon natives in the Islands of the Pacific is well designed, by providing for the more easy and effectual prevention and punishement of the crimes at which it is aimed, to promote the ends of humanity and the honour of the Empire.

The Act for the Localisation of the Army, while it strengthens the defensive system of the country will lend an indispensable aid in effecting those important reforms which have been approved by Parliament.

The Act which establishes the Ballot will assist to secure alike the independence of the voter and the tranquillity and purity of elections for members to serve in Parliament.

Although you have been unable, during the present session, to mature any measure directed against corrupt practices in the choice of members of Parliament, I observe with pleasure that the cognate subject of Municipal Elections has had your attention, and that you have presented to me a law which is well calculated to check existing evils, and which provides a tribunal for trying the validity of such elections.

By the Scottish Education Act you have made provision for the further extension and greater efficacy of the training of the young throughout Scotland, in accordance with the conscientious and deep-rooted convictions of the people, and with the principles of religious freedom.

The Act for establishing a Board of Local Government in Ireland, modelled on the English statute of 1871, supplies a machinery for giving effect to many useful laws, and promises to extend within that portion of the United Kingdom the solid benefits of popular local institutions.

The measure for the amendment of the Act of Uniformity, based as it is upon careful inquiry and on a large amount of ascertained consent, has, without offence or shock, introduced useful modification into an ancient system of Divine worship, to which a large portion of my people are warmly attached.

The Public Health Act, though it does not embrace all the enactments which have been desired, has, by the establishment of efficient and duly organised local authorities, done much both for the enforcement of the present sanitary laws, and for rendering more easy what yet remains to be accomplished in the way of legislative provision on the subject.

The Act for regulating the custody and management of the large funds held by the Court of Chancery will relieve the numerous class of suitors in that Court from risks and inconveniences to which they may heretofore have been more or less exposed, and will likewise tend to an increased stability of our finance.

I am gratified to find that by the Acts for the Regulation of Mines you have been enabled to supply new securities for the safety and advantage of the large bodies of my subjects engaged in this great branch of industry.

The enactments embodied in the measure for the regulation of the Licensing system constitute a sensible improvement of the existing law, and I trust that the several regulations of police which they include will be found conducive to public order.

I am able to speak favourably both of the tranquility and of the growing prosperity of Ireland.

While I cordially congratulate you on the activity of trade and industry, I hope it will be borne in mind that periods of unusually rapid changes in the prices of commodities and in the value of labour are likewise periods in which there is more than ever a call for the exercise of moderation and forethought.

In bidding you farewell, I ask you to join with me in acknowledging the abundant mercies of the Almighty and in imploring their continuance.

The Lord Chancellor then declared Parliament formally prorogued until Friday, October 25.

PICKINGS FROM PUNCH,

OF AUGUST 17.

Angler's Motto.—*Carpe diem.* A carp a day.

THE THREE ORDERS.

The Standing Orders are Parliamentary; the Sitting Orders, Theatrical; and the Kneeling Orders, Monastic.

BRADSHAW AND SPIRITUALISTS.

Mediums, who profess to obtain correct information from tables, have been entirely baffled by the railway time tables. They have tried them, and found that they don't answer.

TAKING THOUGHT FOR THE FUTURE.

"You seem to be a great favourite with the young ladies of the house, Miss Mandayne!"

"Yes! I'm always civil to girls! One never knows whom they may marry, you know!"

IRISH SELF-GOVERNMENT

Is it Home Rule ye want, uncontentable Pat?
Why, were you to obtain, you 'd rebel against that.
Ye're the boy that 'nd always be keeping the school
In a shindy; Home Anarchy Paddy's Home Rule.

DEFIANT DEFINITION.

Barmaid.—"We never serve anybody who's had sufficient; you've taken too much already——"

Thirsty Customer.—"You'll 'xshcushe me, Maram! I may've 'ad too mush (*hic*), bu' I 'aven't 'ad enough!!"

SENSE AND SENSIBILITY.

A Fragment.

"Yes, Robert!, but O! do look at the exquisite even'ng glow on yon distant hills! How solemn!! How sub lime!!!"

"O! stunning. Well, *then* I measured the scullery; six feet by ten. . . . . that'll just do, won't it?"

NEW ARTICLE FOR THE LIFE-GUARDS.

(*Not, on any account to be declined except as follows*:—)

	Masc.	*Fem.*	*Neuter.*
Nom.	Hickey.	Hackey.	Hockey.
Gen.	(Hu-just get out of the way!)		
Dative.	Polo.		
Acc.	Hunc-le.	Hancsle (*which hurts if hit at*)	Hoc-key (*and makes you cry out*)
Vocative.	O!		
Abl.	Polo.	Hac(-cident).	Polo.

EQUAL TO THE OCCASION.

Colonel (Indian Army)—"Yes, Sir, I withdraw my application for the pension, and must remain in the service. Expenses are increasing so over here: coals have gone up from twenty shillings to thirty-six shillings since I wrote. You see, we don't want coals in Bengal."

Secretary (India Office).—"Price o' coals! Tut-t-t-t! Dear me! this will upset all our retirement schemes!!"

Mr. P. (an old friend of the Colonel's).—"I think His Grace might raise the pensions of these gentlemen. Name it to him from me, Mr. Secretary, will you, please?" [*Exeunt.*

CONTROVERSY AND CURRY.

According to the Calcutta correspondent of the *Times*, the Bennett Judgment has been canvassed very warmly and with much excitement in India. The Ritualist controversy rages there even yet more violently than it does among ourselves. These are comparatively far more temperate latitudes than those of Her Majesty's Oriental dominions; but then one would have expected that, in a climate so much hotter than that of England, the whole question of Ritualism would have been narrowed down to the point whether an officiating clergyman, obliged by the Rubric to wear a surplice, ought, when he has that vestment on, to have anything else.

THE MINISTERIAL ODD MAN.

(Mr. Childers has just joined the Ministry as Chancellor of the Duchy of Lancaster. This official was described by Lord Dufferin as the "odd man" of the Government, who is expected to do anybody's and everybody's work, at the shortest notice.)

Cardwell.—"Good bye, Childers; you'll take care of the Army!"

Goschen.—"Yes, and of course you'll take care of the Navy!"

Bruce.—"And be sure you don't hang anybody!"

Ayrton.—"And mind you're polite and gentlemanly—d'you hear?"

Lowe.—"And, above all things, take care of the money."

Gladstone.—"And Remember, there are always three courses before you!" [*Exeunt.*

BESIDE THE SEA.

Walk is right sweet beside the sea,
Beside sweet Jane as well;
For Ocean shows itself, like me,
Sometimes a wondrous swell.
Here at Llandudno I can pace,
With step superb and grand,
And feel in London, for I face,
Whene'er I like, the Strand.

Jane loves the fashions more than books—
The Opera best of all;
She leads me there by words and looks,
Horse-like, into a stall.
She smiles whene'er I talk of men
Whose names can never die;
And sad it is to hear her then
Just mutter slowly, "Why?"

I've talked of Milton's stately muse—
Of Avon's deathless bard;
But soon with hers I found my views
Did not accord, but jarred.
Once I named Shelley and T. Moore;
I saw she was at sea;
She said that shelly was the shore,
Thought T. Moore meant more tea.

I spoke of Bacon to her once;
'Twas wrong, I quickly found;
She cured me, said I was a dunce,
And asked, "How much a pound?"
I gave up Bacon, spoke of Lamb,
But she was ill at ease;
She knew not Charles, I'm sure, I am,
Because she whispered "Peas!"

There is a tide in men's affaire,
So William S. has said;
And mine may be a flood of cares
If I dear Jane should wed.
Yet still I love these sea-side strolls,
For then I gladly woo;
And know, for one, time sweetly rolls,
When Ocean's rolling too.

THE CRY OF THE MANACLED FEMALES.

Are ye mad, men of stone,
That ye will not make us free?
Are ye mad, or only glad,
That we pine to skin and bone,
Where no sunshine we can see?
Still we pant, pant, pant,
For what none of you will grant;
Still our B-ck-s, C-bbe, and Bl-ke,
Do vain battle for our sake,
Since ye doom us here in manacles,
Our heavy hearts to break.

Why were *we* born with tongues?
What have we to do with lungs?
Must we round, round, round,
Tread an evergoing mill,
Till you've bound, bound, bound,
At your stolid, stony will,
In the darkness of the blind,
All the strings of woman's mind?
Our W-lk-r and our G-rr-tt
Cannot heal our spirits sore,
Any better than a carrot
Can unbar this prison-door;
So we grovel on the floor,
And here, in heavy manacles, our
Missives deplore.

If we'd not been worth a groat,
Nature's craving for a vote,
Might have died in Woman's throat.
But our lands, lands, lands,
May as good be desert sands,
While ye manacle our hands.
We are helpless captive goods,
And our souls wear mourning hoods.
For departed "woulds" and "shoulds."
All our "cans," "shalls," and "wills,"
Are made up in bitter pills,
And ye force us all to swallow them,
To aggravate our ills.

But O! ye men of stone!
Though we sob, sigh, and groan,
Though to-day our wrists are bound,
And we grovel on the ground,
We shall soon shake off these manacles,
At Freedom's joyful sound!

Then, with one united throat,
Will we vote, vote, vote,
And be Advocates and Doctors,
Solicitors and Proctors,—
Be Civil Engineers,
College Dons, and Overseers,
Have our proper House of Peers,
Be Ministers and Pastors,
And Governors and Masters,
Be Rural Deans and Rectors,
Be Churchwardens, Inspectors,
And Income-tax collectors.
Be pure un- "broken lights,"
For C-bbe and for our rights!
Anatomists, reviewers,
Commissioners of Sewers,
And Justices of Peace!
Then, your tyranny will cease:
So if you dream we 're manacled
For ever—you are Geese!

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